

# The Mining Journal

## RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 239.—Vol. X.]

LONDON: SATURDAY, MARCH 21, 1840.

[PRICE 6D.]

**COLLIERIES, SOUTH WALES.**—To be LET, for such a TERM of YEARS as may be agreed upon, all the VEINS and SEAMS of ANTHRACITE and IRONSTONE under a property of considerable extent, situated within a quarter of a mile of the LLANELLY RAILWAY, and at the nearest point to the Dock at which that railway enters the anthracite district. All the veins belonging to the north crop of the anthracite coal field of South Wales are contained in the property, and four seams crop out on the estate. The estate is proved to be free from faults, and has produced anthracite of the best quality.

For further particulars apply to Messrs. Manby, Brothers, Mineral Surveyors, 22, Parliament-street, London, and Swansea, Glamorganshire.

**IMPORTANT COAL-FIELD, IN THE WEST RIDING OF YORKSHIRE.**—This GREAT COAL-FIELD, situated at Hoyland, five miles from Barnsley, and nine from Sheffield, pervading about TWO HUNDRED ACRES, of almost unintersected land, and the scarcely paralleled thickness of NINE FEET, being the well-known BARNESLEY SEAM, presents to a capitalist an opportunity, rarely occurring, of embarking with the certainty of realising a most profitable return, with a very small proportionate capital. The THICKNESS and QUALITY of the seam are perfectly ascertained (the adjoining proprietors having worked close up nearly on all sides); the depth from the surface to the coal, estimated by the depths of the adjoining pits, is calculated not to exceed 120 YARDS. The coal is excellent for household purposes, and of a quality very superior for the making of coke, for all purposes of steam, and for the use of the furnace.

The DEARNE and DOVE CANAL, navigable for vessels of large burthen, is within 2-40 yards of the most eligible situation for the pit, and the conveyance to this canal may be by means of a SELF-ACTING INCLINED-PLANE OF RAILWAY, which may be constructed at a very small expense, and will have access to the lowest wharf on the canal, where there is an abundant supply of water, and from thence direct, by water communication, to HULL and GOOLE, and the Lincolnshire and eastern coasts (principally supplied with Coal from this district), whence also it may be conveyed to the metropolis, and to the opposite coasts of the continent, where there is a largely-increasing demand for such Coal.

HOYLAND HALL, a most comfortable mansion-house, delightfully situated on a commanding eminence, and within a short distance of the intended Colliery Works, with beautiful pleasure grounds, all requisite out-offices, and a park-like paddock of ten acres, may be taken, as well as the adjoining farm, if required. Applications from principals only for further information, to be made to Mr. Hindle, civil engineer and surveyor, Barnsley; and, for information and to treat, at the offices of Mr. John Fowler, land agent, Bank-street, Sheffield.

**INVESTMENT IN THE IRON TRADE.**—A PARTNER WANTED, who can advance from £7000 to £8000 for a SHARE in an established IRON WORK, with COLLIERY, and abundance of IRONSTONE, advantageously situated (on account of the central position) for shipments to all parts of the kingdom. The present offer is one seldom to be met with, as the works are not old, and being now in regular operation, with the Colliery perfectly proved and fully opened, the profits can be satisfactorily shown, even to a person unacquainted with the trade. Applications, with address and particulars, to be sent directed to "E. E." at the office of the MINING JOURNAL, Gough-square, Fleet-street, will be attended to.

### ST. IVES CONSOLS MINE, CORNWALL.

**TO BE DISPOSED OF, TWO NINETY-FOURTH SHARES** in the ST. IVES CONSOLS MINE. The fortunate adventurer in this well-known concern has already received dividends to the amount of nearly £50,000; the present prospect is most excellent, and making quarterly handsome dividends. From the report of some highly respectable mine agents, who have very lately inspected the Mine, good dividends are likely to continue for a long period. The holder of the above shares, having received several applications, is induced to offer them in this way. Tenders (pre-paid) addressed to "H. G." Post-office, Penzance, will be received until the 4th day of April next. If any offer be made which is approved of, due notice will be given within ten days from the above date. [This notice will be repeated but once.]

### ELIGIBLE INVESTMENT.

**TO BE SOLD, ON THE FOLLOWING CONDITIONS:**—(In consequence of the capital subscribed at the commencement of the undertaking having been limited, and not having been found sufficient for carrying into effect the object in view, viz., the attaining a much more considerable depth than has been effected.)—That valuable undertaking, named the "UNION MINE,"

together with the ENGINE, PITWORK, SHAFTS, RESIDENCE for the AGENT, and every thing connected therewith, being in the most perfect and complete order, having been built new, and in the most substantial manner, within the last four years, at a cost of about £10,000.

An allotment is now fixed for the whole, as it stands, signed and sealed by five of the proprietors, and known to them only, this is deposited with Messrs. Joseph King and Son, Exchange-buildings, Liverpool; and it is understood that how much over the offers shall exceed the upset, the party shall not be required to pay more than the said fixed price. Should there be more than one offer above the upset price, the proprietors have the choice of selecting the purchaser.

The terms will be 10 per cent. deposit, and the remainder of the purchase-money by equal instalments of six, nine, and twelve months, or 5 per cent. discount for cash. It may be here stated, that the price is fixed considerably below half the cost, so that the new proprietors will have the advantage of this reduction, besides the use of the capital expended, and no loss of time will occur in prosecuting the undertaking.

The parties connected with this mine are desirous that every facility may be given either to persons wishing to inspect it or make inquiries; it is situated on Halkin Mountain, near Holywell, in the centre of the richest mining district of North Wales, and the indications are of the most promising nature, as the ore now raised from the leaders only sufficiently testify. The great level commencing at Coed y Cra, where the rich discovery has been lately made at a depth of 220 yards from the surface, will run within a few hundred yards of it.

The object of the owners is to cross-cut the runs of ore at a greater depth, by sinking the engine-shaft thirty to forty yards deeper, which can now be done at a very trifling cost, every necessary outfit having been incurred by the present proprietors, and the indications, by the increasing expansion of these leaders of ore in descending, being considered certain of conducting to the main body of lead in the deep runs; and on the attainment of this object, a large return for the expenditure may be looked for. The last sales of the ore on Thursday, the 12th February last, was made at £1 12s. 6d. per ton—say about twenty tons raised in three months, which proves the quality of the metal; and even now, in the very inefficient manner in which it is worked merely upon the leaders, from seven to nine tons per month are raised, which about pay all the expenses now incurred; these are only required to be cut at a greater depth, when a large return may be expected, and sufficiently testify as to the value of this mine, and the importance of sinking the engine-shaft. There are four shafts, the deepest being only 120 yards; the others ninety, sixty, and thirty respectively, all upon the vein, and a rich back parallel vein, which the present company have approached within sixty yards, besides other advantages extremely favourable to the possessors. Parties are earnestly requested to inspect the works; the books from the commencement will be produced to verify all that may be stated, and every requisite information will be furnished.

The expenditure incurred is about as follows:—  
The cost of the mine, with four shafts, whimsies, &c. £2,500 0 0  
The very efficient steam engine, 24-inch cylinder, with boilers complete, and in perfect order 1,500 0 0  
The substantial and well-built engine house, joiners' workshop, lead-house, store room, blacksmiths' shop, and house for the residence of the agent, all built of stone, blue slated roofs, and well seasoned wood work, with the sawyers' wooden shed and pit, and a wooden shed adjoining the agent's house 1,600 0 0  
The very firm and well-built capstan, well boarded balance-bob and beams, ladders and boards in the Union shaft, cylinders, pipes, chains, capstan, ropes, and whim ropes, barrows, buckets, kibbles of iron and wood, whimsies, anvils, tools, cranes, bellows, stibbles, vices, pinners, screw plates, and every thing complete as it stands 1,500 0 0  
The other expenses incurred in putting up the engine, sinking the shaft, and sinking thirty yards deeper, extending and opening the levels and other workings in the mine 2,400 0 0  
Interest upon the amount, at 5 per cent., about 1,000 0 0  
£10,500 0 0

It may be confidently asserted, that an opportunity of investing, with such prospect of early and large remuneration, with little or no risk, and on similar terms, is seldom to be met with, as a very trifling expense, which there is every probability of the mine itself paying, will accomplish the object in view; but the directors have not funds to justify their attempting to do so, and hence the reason of this arrangement, which is adopted by them as the most satisfactory to all parties concerned.

The directors beg to call the attention of the public to this mine, as every requisite for sinking the said shaft, and every article required in an establishment of this nature, is furnished, so that, independent of the mine itself, it is calculated that the materials and buildings alone would almost realise the amount of the purchase-money; and the latter would be readily and commodiously cottaged, if required.

Tenders will be received up to the 1st of May, sealed, and addressed "Union Mine, care of Messrs. Joseph King and Son, Exchange-buildings, Liverpool," with the sealed upset price, will be opened publicly, at the Clerkenwell Rooms, on Friday, the 1st of May, at One o'clock.

### STANNARIES OF CORNWALL.

**PURSUANT** to a decree of the Vice-Warden's Court, made in a cause of Harvey and another v. Stephens, the creditors of the defendant, in respect of ELLENGLAZE MINE, in the parish of Cubert, within the said stannaries, are forthwith to come in and prove their debts before the registrar of the said court, at his office in Truro.

**TO MINERAL PROPRIETORS IN COAL AND IRON.**—An opportunity now offers for receiving a YOUNG GENTLEMAN wishing to LEARN PRACTICALLY the ART of MINING and MANUFACTURING IRON, together with the CIVIL ENGINEERING and MECHANICAL DEPARTMENT necessary for such establishments, with whom a LIBERAL PREMIUM will be expected. For particulars, all letters (post paid) addressed to "J. C. M.," at the Editor's Office of this Journal, will be duly attended to.

**SLATE WORKS.**—To a Company, or Individual, desirous of OPENING a SLATE QUARRY, the opportunity of a favourable speculation is now offered on a freehold estate, in the quiet and delightful neighbourhood of Ulverston and the Lakes, in the county of Lancaster. "A. B." Newbybridge, Lancashire, will direct a person to show the premises, and will receive proposals.

**A GENTLEMAN**, who for upwards of Twenty years has been confidentially employed in the COPPER-SMELTING BUSINESS, is anxious for employment. For references, apply to the Editor of the MINING JOURNAL.

**TO COAL OWNERS, MINERS, RAILWAY CONTRACTORS, EXCAVATORS, &c.**—HALL'S PATENT HYDRAULIC BELT, or WATER ELEVATOR.—By this simple, efficient, and economical invention, which has many advantages over pumps of every description, water is raised and discharged in a uniform and continuous stream, at any required elevation. The work produced, in proportion to the power applied, is much greater than in the case of the ordinary pump of the best construction. The apparatus is now at work on the premises of Messrs. Eveleigh and Neave, Greengate, Salford, where it may be inspected any day, from nine to ten o'clock in the morning, and from three to four in the afternoon; also at Mr. Edward Hall's, Sunny Bank, Ordall-lane, Salford; and at the Tunnel, on the Manchester and Sheffield Railway, at Saltersbrook. A working model can be seen at the King's Arms, King-street, Manchester, where Mr. Hall will give every requisite information.

**VAN DIEMEN'S LAND COMPANY.**—Established 1825, by Act 4th George IV., chap. 39, and incorporated by Royal Charter.—FARMERS and other EMIGRANTS, desirous of settling upon the company's lands as TENANTS, may obtain every information, on personal application, or by letter, post paid, addressed to SAMUEL R. EWEN, Secretary, 55, Old Broad-street, London.

**COUNTY FIRE OFFICE, and PROVIDENT LIFE OFFICE,** 50, Regent-street, Piccadilly.—Established 1805.  
CAPITALS—A MILLION STERLING AND UPWARDS.  
PRESIDENT—The Right Hon. Earl Grey.

**His Grace the Duke of Rutland**  
The Marquis of Northampton  
The Right Hon. Lord King  
The Right Hon. Lord Northwick  
Sir W. E. Welby, Bart.  
Sir John Osborn, Bart.

The County is the only fire office which has constantly made returns to its members, and for a long series of years. These returns have varied from 19 to 25 per cent., and have amounted to upwards of £160,000.

**BANK OF SOUTH AUSTRALIA.**—The directors of the South Australian Company receive DEPOSITS of MONEY in London, and grant letters of credit, or drafts, at thirty days' sight, payable (in cash or notes, at the holder's option) at their bank at Adelaide; the exchange is at present at par. Should immediate cash be wished, their bank will discount the drafts at the current rates.

The company negotiate bills upon South Australia. Their bank will also collect bills or monies in that colony, upon a commission of 2 per cent., and remit the proceeds to England. Apply at the company's offices, 4, New Broad-street, London. EDMUND J. WHEELER, Manager.

N.B. Settlers having pecuniary transactions in London prior to departure will find the company's London agency deserving attention. Full particulars can be had at their offices as above.

**UNION BANK OF AUSTRALIA—LONDON OFFICE,** 38, OLD BROAD-STREET.

**DIRECTORS.**  
George Fife Angus, Esq.  
John William Buckle, Esq.  
Robert Brooks, Esq.  
James John Cummins, Esq.  
Robert Gardner, Esq., Manchester.  
John Gore, Esq.

**TRUSTEES.**  
George Carr Glyn, Esq.  
James John Cummins, Esq.  
Bankers—Messrs. Glyn, Halifax, Mills, and Co.  
Solicitors—Messrs. Bartlett and Biddome.

**Colonial Inspector.**—John Cunningham MacLaren, Esq.  
The directors of this bank grant letters of credit, which are not transferable, for sums under £500, or bills at thirty days' sight for larger amounts, on their branches at Sydney, Hobart Town, Launceston, Melbourne, Port Phillip, and New Zealand, without deduction on the money being deposited.

**BRITISH COLONIAL BANK AND LOAN COMPANY.**—Office, 13, St. Swinburn's-lane, Lombard-street.  
Capital £1,000,000, in 20,000 shares of £50 each. Deposit £5 per share.

**The Right Hon. Sir ROBERT WILMOT HORTON, Bart., Chairman.**  
The Right Hon. THOMAS P. COURTNEY, Deputy-Chairman.  
George Fife Angus, Esq.  
Sir Wm. De Bathe, Bart.  
Robert John Bunyon, Esq.  
Sir Herbert Compton  
Andrew Tucker Follett, Esq.  
Colonel Sir Wm. Gossett  
M. A. Goldsmid, Esq.  
Bankers—The Commercial Bank of London, 2, Moorgate-street, Bank.  
Solicitors—Messrs. Adlington, Gregory, Faulkner, and Follett.  
Secretary—William Wright, Esq.

This company has been formed for the purpose of supplying the colonies of Australia with capital, where a high rate of interest is obtainable, upon undoubted and improving securities, and the directors, from various sources of intelligence, are confirmed in their opinion, that these transactions may be conducted with all the safety and advantage they originally contemplated.

It is intended to restrict the operations of the company in the first instance to making loans on real securities, by which means much profitable business may be transacted at a comparatively small expense, with little or no risk, and the burden of large establishments rendered unnecessary; and the transactions of the company being confined to the lending its own capital, the personal liability of the shareholders will be practically avoided; and the Board of Directors renders it imperative upon the directors to contract with all parties doing business with the company to take the capital stock of the company as their security, in the same manner as if a charter were obtained.

As the directors do not purpose, at present, to undertake the business of banking, they have made arrangements to facilitate their pecuniary operations in the colonies with the Union Bank of Australia and the Bank of South Australia, upon terms mutually advantageous.

Considerable subscriptions have been already received, and shares are reserved for the colonies, but the directors will be ready to receive applications for the remaining unappropriated shares reserved for this country.

Prospectuses and all necessary information may be obtained of the Secretary, at the office of the company.  
Deposits of £5 per share, to accompany each application, may be paid in London to the Commercial Bank of London, 2, Moorgate-street, Bank, and to the principal joint-stock banks and their branches throughout the country.

**IMPROVEMENT OF THE MAIL PACKET COMMUNICATION WITH THE PENINSULA, &c.**—At a numerous and highly respectable MEETING of MERCHANTS and others connected with Spain, Portugal, and the Mediterranean, convened by public advertisement, and held at the London Tavern, Bishopsgate-street, on Wednesday, 15th March, 1840.

G. R. ROBINSON, Esq. (Chairman of Lloyd's), in the chair.  
It was moved by G. H. Foster, Esq., seconded by F. J. Vanzeller, Esq., Consul General of Portugal, and carried unanimously.

That it is the opinion of this meeting that the present arrangements for the transmission of the "Peninsular and Mediterranean" mails are susceptible of considerable improvements.

Moved by Thomas Stooks, Esq., seconded by Jameson Hunter, Esq., and carried unanimously.

That a memorial on the subject be presented to the Right Honourable the Lords Commissioners of the Treasury.

Moved by the same gentleman, seconded by T. H. Brooking, Esq., and carried unanimously.

That the memorial now read be adopted, and be forthwith put in course of signature.

Moved by Anselmo de Arroyave, Esq., seconded by Stanislaus Darthez, jun., Esq., and carried unanimously.

That G. R. Robinson, Esq., G. H. Foster, Esq., Thomas Stooks, Esq., F. J. Vanzeller, Esq., Jameson Hunter, Esq., Geo. Scholefield, Esq., and P. de Zulueta, Esq., be requested to present the same to their lordships, and to act as a committee for furthering the objects of it, with power to add to their number.

Moved by F. J. Vanzeller, Esq., seconded by George Scholefield, Esq., and carried unanimously.

That this meeting cannot let the present occasion pass without expressing their sense of the important advantages which have been derived from the establishment of a weekly steam communication with the Peninsula—an improvement for which the public is mainly indebted to the spirited and well-directed enterprise of the proprietors of the Peninsula Steam Navigation Company.

Moved by R. A. Gray, Esq., and carried unanimously.

That the thanks of this meeting be given to G. R. Robinson, Esq., for his able and impartial conduct in the chair.

**STEAM VESSEL ACCIDENTS.**—At MEETINGS of ENGINEERS and STEAM-SHIP BUILDERS, held at the Queen's Arms Tavern, Chancery-lane, March 13th and 14th, 1840, to take into consideration what measures it may be necessary to adopt, relative to a proposed Bill "To Regulate Navigation by Steam," to be introduced by Government, founded upon the report of the commissioners appointed to inquire into "Steam-Vessel Accidents."

It was unanimously resolved—  
That this meeting, having taken into consideration the expressed intentions of Government to legislate upon the report of the commissioners of inquiry into "Steam Vessel Accidents," and the extensive powers proposed to be vested in the commissioners and inspectors, and of opinion, that such a measure would not only be detrimental to their interests as a body, but highly prejudicial to the interests of the public, by causing an undue interference with marine engineering, and thereby retarding the rapid advancement which has hitherto resulted from the unfettered liberty of that branch of science in Great Britain.

That the following gentlemen be requested to act as a committee, with full power to communicate with Government, the ship-owners, or other parties, and to take such measures as they may deem advisable to protect the interests of the engineers and steam-ship builders, with power to add to their number:—

**Mr. Alfred Blyth**  
" John Blyth  
" Ditchburn  
" Fairbairn  
" Field  
" Hague  
" Samuel Hall  
" Nicholas Harvey

**Mr. Joseph Maudslay**  
" Thomas Maudslay  
" Joseph Miller  
" Murray  
" John Penn  
" Ravenhill  
" John Seaward  
" Samuel Seaward

That the thanks of the meeting be given to Stanislaus Darthez, Esq., for his attendance and exertions.

That the resolutions and proceedings of this meeting be printed and advertised, and that a copy of the same be forwarded to the engineers and steam-ship builders at the outports, with a circular, requesting that they will support by meetings and resolutions the proceedings of the central body.

11, Parliament street. WILLIAM LAXTON, Hon. Sec.

**HULL AND SELBY RAILWAY.**—At the Annual General Meeting of the Hull and Selby Railway Company, held pursuant to the Act of Parliament incorporating the company, at the Town Hall, in the borough of Kingston-upon-Hull, on Saturday, the 29th day of February.

**HENRY BROADLEY, Esq., M.P., in the chair.**  
The following resolutions were unanimously passed:—  
1. Moved by Mr. George Buckton, seconded by Mr. William Hey Dike:—  
"That the report now read be received and adopted, and printed and circulated at the discretion of the directors."

2. Moved by Mr. William Farthing, seconded by Mr. John Foster:—  
"That the thanks of this meeting be presented to Henry Broadley, Esq., M.P., the chairman of the directors; to J. C. Parker, Esq., the deputy-chairman; and to the other directors, for their continuous attention and zeal in the management of the affairs connected with this undertaking."

3. Moved by Alderman W. H. Bell, seconded by Mr. William Moor:—  
"That Henry Broadley, Esq., M.P., Mr. Cockman, Mr. W. R. Cooper, Mr. R. M. Craven, and Mr. Gresham, the directors who retire in rotation, be re-elected."

4. Moved by R. M. Craven, Esq., seconded by James Henwood, Esq.:—  
"That the following shares, numbered 4793 to 4795, 416, 417, 418 to 419, 699 to 700, 426 to 427, 711 to 712, 1177 to 1181, 4892 to 4893, 7018 to 7019, 7801 to 7802, 7803, 7994 to 7995, 1028, 1029, 7398 to 7399, 7400 to 7413, 2318, 2320 to 2324, 7430 to 7431, 7775 to 7776, 7796 to 7797, 8106 to 8107, 7709 to 7710, 7961 to 7970, 1092 to 1093, 8048 to 8049, 7992 to 7993, 4167 to 4168, 7702 to 7703, 7993 and 7994, 4078 to 4081, 4842 to 4843, having been declared, by a resolution of the board of directors, to be forfeited for non-payment of the calls made thereon, and the notice of such declaration of forfeiture required by the Railway Act having been duly given, such forfeiture is confirmed by this meeting, and the directors are hereby empowered to sell such shares at the times and in the manner which they may deem expedient."

5. Moved by Mr. Thomas Wilson, seconded by Mr. John Craven:—  
"That the following resolution of the directors, passed at their meeting this morning, be approved of and confirmed, viz.:—That a committee be appointed, consisting of Messrs. Toffie, Richmond, and Cooper, with power to add to their number, and that each committee be empowered to negotiate with the Dock Company for such a modification of the clause in the Dock Bill now before Parliament, as will define expressly the amount of the wharfage rates which the Dock Company shall be empowered to charge; and that such committee be authorised, in case of failure in their endeavours to bring such negotiation with the Dock Company to a satisfactory conclusion, to take such measures as they shall deem expedient for opposing the said clause in Parliament, provided the general meeting shall approve of and confirm this resolution."

6. Moved by George Liddell, Esq., seconded by George Cockman, Esq.:—  
"That Mr. William Farthing, and Mr. Leonard West, be requested to audit the accounts."

The chairman having left the chair, it was moved by Joseph Robinson Frase, Esq., of Henslow House, seconded by B. Michaelis, Esq., of Manchester, and carried by acclamation:—  
"That the most cordial thanks of this meeting be presented to Henry Broadley, Esq., M.P., chairman of the directors, for coming from London in order to preside at this meeting, and for his able conduct in the chair."

**THE PATENT SAFETY FUSE.**  
FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonials to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.:—  
"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great advantages of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."  
Manufactured and sold by the Patentees, RICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

**TO INVENTORS AND SCIENTIFIC MEN.**  
**THE INVENTORS' ADVOCATE, AND JOURNAL OF INDUSTRY;** A NEW WEEKLY BRITISH AND FOREIGN MISCELLANY OF INVENTIONS, TRADE, MANUFACTURES, LITERATURE, AND ARTS is published every Saturday Morning, price 1d., stamped. Vol. 2, No. 1, (Sunday, No. XXII. of the work), was published Jan. 4; also the Index, Title, &c., to Vol. 1 is an enlarged Number (No. XXI.), price 1d. Vol. 1 is now ready, price 18s., bound, suitably bound.



PROCEEDINGS OF PARLIAMENT RELATIVE TO  
JOINT-STOCK COMPANIES.

FRIDAY, MARCH 12.

**Hartlepool Dock and Railway.**—Petitions against, from owners and lessees of collieries, and proprietors of railways, in the county of Durham; and ship-owners, and owners of and proprietors in certain railways and collieries in the county of Durham; referred to the committee on the bill; counsel ordered.

The Glasgow, Paisley, and Greenock Railway Bill was read the second time, and committed; instruction to the committee that they have the power to divide the bill into two bills.

The Manchester and Salford Junction Canal Bill was read the third time, and passed.

Four petitions against the London and Greenwich Railway Bill; referred to the committee on the bill; counsel ordered.—Petition praying that the committee on the bill may be postponed; ordered to lie on the table.—Motion made, and question put, "That the committee on the London and Greenwich Railway be deferred till Wednesday, 1st of April;" the House divided—ayes 30, noes 5.

The Protestant Dissenters Assurance Company Bill was reported, and ordered to be ingrossed.

The Glasgow, Paisley, Kilmarnock, and Arr. Railway Bill was reported; report ordered to lie on the table, and to be printed.

Three petitions against the Taff Vale Railway Bill; referred to the committee on the bill; counsel ordered.—Seven petitions against; referred to committee on the bill.

Railways (Ireland).—Two petitions for enabling the Government to construct railroads in Ireland; ordered to lie on the table.

TUESDAY.

The Protestant Dissenters Assurance Company Bill was read the third time, and passed.

Petition of R. Blakemore, Esq., M.P., against the Taff Vale Railway Bill; referred to committee on the bill; counsel ordered.

The Thames Plate Glass Company Bill was reported, and ordered to be ingrossed.

Petition of Mrs. Margaret Harvey and Lieut.-Colonel Harvey, against the Glasgow, Paisley, Kilmarnock, and Arr. Railway Bill; ordered to lie on the table.

The South-Eastern Railway Bill was read the second time, and committed. The report of the Arbroath and Forfar Railway Bill was further considered; amendments agreed to; bill ordered to be ingrossed.

Message from the Lords.—That they have agreed to the Lancaster and Preston Railway Bill, Sheffield and Rotherham Railway Bill, Chester and Birkenhead Railway Bill, Liverpool East India Warehouse Company Bill, and the Edinburgh and Leith Gas Bill, without amendment.

WEDNESDAY.

Great Level of the Wash Inclosure.—Notice taken that the bill was not prepared in conformity to the petition for the same; order for second reading read, and discharged; bill withdrawn.—Petition for new bill presented, and by leave also withdrawn.

The Birmingham and Derby Junction Railway and Tamworth Approach Bill was reported; report ordered to lie on the table, and to be printed.

The petition for the Thames Tunnel Bill was reported; report referred to select committee on standing orders.

Petition against the Glasgow, Paisley, and Greenock Railway Bill; referred to committee on the bill; counsel ordered.

The report of the Chester and Crewe and Grand Junction Railways Consolidation Bill was further considered; amendments agreed to; three clauses added; other amendments made; bill ordered to be ingrossed.

THURSDAY.

Glasgow, Paisley, and Greenock Railway.—Petition of the Parliamentary trustees for improving the navigation of the River Clyde and enlarging the harbour of Glasgow, against; referred to the committee on the bill; counsel ordered.

The Thames Plate Glass and the Arbroath and Forfar Railway Bills, were read the third time, and passed.

The Portsmouth Floating Bridge Bill was read the second time, and committed.

## LAW INTELLIGENCE.

## LIABILITY OF JOINT-STOCK BANK SHAREHOLDERS.

COURT OF REVIEW—MARCH 16.

**EX PARTE WOOD, IN RE WOOD, A BANKRUPT.**—Mr. SWANSTON (with whom was Mr. Lovatt) appeared in support of this petition, which was specially appointed for hearing this day, in order, if possible, to prevent the appearance of the advertisement of adjudication in the *Gazette*. The petition asked that the fiat might be annulled, on the ground that there had been no act of bankruptcy, and that the debt of the respondent was not such a debt as could entitle him with the right of acting as a petitioning creditor. Mr. Tomkinson, the respondent, sought payment of 3000*l.* out of the alleged bankrupt's estate, on the ground of his liability as one of the shareholders of the Imperial Bank of England. The fiat issued on the 6th of the present month. The question was, whether the creditor of a partnership could at once, as holder of a bill of exchange, issue a fiat without bringing an action, and becoming entitled by judgment and execution. The petitioner, Mr. Nicholas Price Wood, was a registered shareholder, but disputed his liability on the debt of a bill-holder of the Imperial Bank, who had not taken legal proceedings as bill-holder.

Mr. ANDERSON, for the respondent, asked time to meet the petitioner's application to annul the fiat, the matter not being yet ripe for hearing, but brought on by special application to stay the advertisement; but objected to any postponement of the insertion in the *Gazette*.

Mr. SWANSTON would have consented to the delay, but the non-compliance of the other side drove him to ask the Court to annul the fiat in the absence of proof of an act of bankruptcy.

Sir G. ROSS said, any interference between adjudication and advertisement must be authorised by the appearance of some defect in the proceedings. He had looked at them with a view to assist the applicant, but could not say there was not evidence of a debt and act of bankruptcy.

Mr. SWANSTON then submitted a point of law. By virtue of the contract the respondent could have no right except under the Act by which the bank was constituted (7th George IV). It had not given a right to sue out a fiat against a shareholder, and the respondent could have no such right except under it. The debt in question was not a debt with privilege of issuing the remedy now sought.

Sir J. CROSS said, this was a new question on a recent Act of Parliament, and involved a point of great importance to the community. This was a sufficient reason why the alleged bankrupt had been allowed time, by the suspension of the advertisement, to bring the matter before the court. He had listened to hear if there was any valid objection to the step by a creditor of making a shareholder a bankrupt. The 9th section of the act directed proceedings against the registered officer to prevent inconvenience in process. The act does not take away the right of suing against individual partners, but in suing the officer who represents the whole company judgment against the officer is also judgment against the whole of the partners, with right of process by action against the goods of each partner. The question then arose whether this gave a right to sue out a fiat. Nothing in the act prohibited it; and there was the common law right, existing before the act, to sue out a fiat against any one of a body of partners on commission of an act of bankruptcy. This right not having been expressly taken away, still existed, and was sufficient to support the fiat against Mr. Wood. The only question now left for absolute disposal was the suspension of the advertisement. It had been already temporarily suspended to allow the petitioner time to show there was no debt. Now, it had been fully heard, and the court was of opinion that the fiat was good, and there was no reason why the advertisement should be stayed, there being apparently a good petitioning creditor's debt.

Sir G. ROSS coincided. His opinion of the debt was conclusive to the purpose of not interfering to stay the adjudication and advertisement. The petitioner ought, however, to have the right of inspecting the proceedings, and might then take what measures he might think fit.

Advertisement in the *Gazette* not stayed; the petition to stand over; the petitioner to have right of access to inspect the proceedings, so far as relates to the act of bankruptcy and petitioning creditor's debt: costs reserved.

## COALS, CINDERS, AND CULM.

In the House of Commons, on Friday week, on the motion of Mr. J. H. Vivian, the following accounts were ordered:—

"Of the quantities of coals, cinders, and culm shipped at the several ports of England, Scotland, and Ireland, coastways, to other parts of the United Kingdom, in the year 1839; distinguishing the quantity shipped at each of the said ports, as compared with the year 1838."

"Of the quantities and declared value of coals, cinders, and culm, exported from the several ports of England, Scotland, and Ireland, to foreign countries, and the British settlements abroad, in the year 1839; distinguishing the countries to which the same were sent, and comparing the same with the year 1838; also distinguishing the ports of the United Kingdom from which the same were shipped."

"Of the quantities of coals, cinders, and culm, exported from the United Kingdom in the year 1839, with the rate and amount of duty thereon."

"Of the quantities of coals brought coastways, and by inland navigation, into the port of London, during the year 1839, comparing the same with the quantities brought during the year 1838."

## SULPHUR TRADE WITH SICILY.

(From the "Investor's Advocate.")

[We give the following article from a French commercial paper. On a question involving losses to British merchants of 1000*l.* a day, at the lowest estimate, as stated in the House of Lords, it is important to know the views and feelings of our neighbouring neighbours. If the French Government regard it in the same light as the French mercantile community, we fear it will be very difficult to come to a settlement that shall be satisfactory to all parties. Although the terms of our treaty with the Neapolitan Government are clear and precise, they appear hitherto to have been violated with impunity; and it is the imperative duty of our Government to enforce the fulfilment of the promise, which, we understand, has been at length given, that there shall be no further infraction of the treaty.]

The contract entered into between the Neapolitan Government and the French Sulphur Company, has excited the indignation of certain English speculators, who, accustomed to keep in their own hands the exclusive trade in an article of which the monopoly is so easy, are now endeavouring to turn a question of private mercantile interest into a question of state, and to rouse the national jealousy of Great Britain, which is ever on the alert when French industry or capital is diverted into new and profitable channels.

Mr. Mac Gregor, who lately assisted in making the new arrangements relative to the payment of duties between France and England, was sent some time ago to Naples, to negotiate a treaty of commerce, and to demand, among other things, that the agreement concluded between the King of the Two Sicilies and the French Sulphur Company, should be annulled. Mr. Mac Gregor, it appears, assumed a very high tone, and conducted himself at Naples as if he carried in the folds of his mantle a war of reprisals and a commercial blockade; but we believe, that neither his representations nor his threats were able to prevail against the interests of Sicily, and the good faith of a solemn contract. The very nature of these threats, however, was sufficiently ridiculous. Mr. Mac Gregor declared to the Neapolitan Government, that if the agreement with the French company was not immediately cancelled, Great Britain would impose a prohibitive duty of 500 francs per ton upon the sulphur of Sicily. We are curious to learn how England is to do without the 37,000 tons of sulphur, which she annually imports from Sicily, or from what other quarter she is to procure this supply. If to punish the King of Naples for his fidelity to his engagements, she thinks it right to deprive her manufactures of chemical productions, and to be dependent upon us for the sulphuric acid which they require, we see no possible objection to the proceeding, and willingly allow Mr. Mac Gregor's claim to be a great economist.

We can easily understand that the formation of a powerful French company, to carry on an important branch of trade, hitherto exclusively confined to English speculators, is viewed by an evil eye by our excellent allies on the other side of the channel. There must, in the nature of things, be a rivalry between France and England about their respective influence in the Two Sicilies, and the Cabinet of London is well aware that commercial relations prove the best foundation for a political alliance. We see with pleasure, that latterly our citizens have found fresh channels for the employment of their capital and intelligence, in Sicily, in Tuscany, and in Greece, where different mercantile companies have been established, and contribute to raise the credit of France; and we hope that the day is not far distant when Spain, restored to tranquillity, will open a wide and valuable field to the exertions of French industry. We perfectly comprehend that English intrigues would confine our resources and our activity within the limits of our own territory; but we cannot but regret that they should be assisted by some of our own countrymen, who, on the strength of erroneous information, have devoted themselves to the defence of certain arbitrary principles of political economy. We allude particularly to the *Courrier Français*, which, after stating the complaints made by Mr. Mac Gregor, has given a very incorrect statement of the facts which led to the formation of the French company. The speculation, under the old system, and consequent annual fluctuations in price, were very injurious to the sulphur trade of Sicily, and affected both the producers and the consumers. It is indeed maintained, that there has been a constant and regular increase in the production, as evidenced by the united consumption of France and England, which, during the last four years, has gradually increased from 49,000 to 54,000 tons per annum. But it is not to the consumption alone that we must look, but to the quantity exported, and deposited in the English and French warehouses; and the variation in the annual importations of sulphur into France has been enormous. In 1835, they amounted to 21,000 tons; in 1836, to 30,000; in 1837, they decreased again to 20,000; and in 1838, we find that they amounted to 40,000 tons; double the quantity of the preceding year.

These fluctuations in the quantity exported, produced fluctuations still more considerable in the prices; so that at one time they pressed heavily on the consumers, whilst at another they occasioned serious losses to the producers. The table of the prices of sulphur in Sicily, which has been quoted against our view of the subject, rather confirms it. They are found to vary from 13 up to 45 carlini,\* per cantaro.† In what other article, for which there is a constant and regular demand, can such a variation of prices, we would ask, be pointed out? A variation of 350 per cent. in two years! It offered a premium to speculators, who, with a capital of three or four millions (of francs), could issue a monopoly, and exact what price they pleased from the consumers, who could do nothing without the article.

It appears from the table, that 12*frs.* 50*cts.* per 100 kilogr. has been the average price, and that this price is necessary in order to remunerate the producer. It follows, therefore, that when the price, during the two years alluded to, was so much lower, the proprietors of the sulphur mines must have been considerable losers. This sum of 12 *frs.* 50 *cts.* per 100 kilogr., or 25 carlini per cantaro, is precisely the price fixed upon to serve as a basis in making the agreement with the French company. As a general principle, the state cannot claim to fix an invariable price upon any given article; but this general principle must be modified by circumstances. And the exceptions are numerous. The Legislature regulates the price of corn to protect the poor consumer; and also that of sugar, in order to protect the interests of the colonial grower. The French company cannot be said to have a monopoly of the Sicilian sulphur. They are obliged by their agreement to sell at the maximum price of 43 carlini per cantaro, and to have always in hand a stock of 200,000 cantari, to meet the demands of the market. Of these 43 carlini, 23 go to the producer, and the other 20, which are received and guaranteed by the company, are the amount of the duty on exportation imposed by the Neapolitan Government. So far from this being a monopoly, it totally prevents every thing of the kind; for all rise in sulphur above the price thus fixed, is impossible, since all the world knows that at this price any quantity may be had in Sicily.

The purchase of 600,000 cantari of sulphur, which the company engage shall be made, so far from being a privilege, is a part of their contract, which they would willingly see executed by the trade generally. This, perhaps, is not probable, because an article at a fixed price does not offer much temptation to the speculating merchant. But the company at the same time that they engage to take all the sulphur of Sicily, engage also to sell it at the price fixed upon, as a remunerating price to the producer; their only advantage is a commission upon the export duty, which they undertake to receive. The result is, that the parties most interested derive the benefit which was formerly confined to a few speculators. The revenues of Sicily are increased by the amount of the duty, the proprietors have a just remuneration for their sulphur, and the consumers know that they can purchase at a fair and steady price.

The rise in the price of sulphur is caused not by a monopoly but by the duty now imposed upon its exportation. The consumers may choose to consider it as an exorbitant tax upon an article which they must have; but still the King of Naples is only exercising a right which belongs to all Governments; and we understand that the 400,000 ducats, which this duty annually produces, have enabled him to abolish the tax upon grinding corn, which was very unpopular among his subjects. Thus the foreign merchant, who takes the sulphur, contributes that portion of the revenue which formerly bore so hard upon the poorer classes, and the change is very pleasing to the Sicilians. So far from being an act of despotism, it is the measure of a paternal monarch, equally just in its principle, and in the manner in which it has been carried into effect.

If, as it has been asserted, the King of Naples should have so little respect for a solemn contract that bears his signature, as to be desirous of representing that the English protest does not leave him a free agent, and that consequently he is relieved from any claim for the indemnity which he engaged to pay in case of annulling the contract; in this case, the capitalists, whose interests are involved to the amount of more than six millions, would have a right to call for the prompt and effectual interference of the government; and those of our countrymen, who argue against what they call a monopoly, would regret having done anything to injure a French mercantile company, which would be suffering injury from a violation of the plainest rules of morals and common probity.

\* A carlini is a small silver coin, current in Naples and Sicily, of the value of about fourpence English.  
† Cantaro, is a ton.

**THE IRON TRADE.**—We are glad to announce that the iron works in the neighbourhood have this week recommenced working on the terms proposed by the masters. It is not expected that any further reduction in the price of iron will take place, as a permanent reduction of make, to the extent of about 20 per cent., has taken place in the Staffordshire district, and the stocks have been prevented from accumulating by the late strike. —*Waterbury Chronicle*.

## PROCEEDINGS OF PUBLIC COMPANIES.

## IMPERIAL BRAZILIAN MINING ASSOCIATION.

A special meeting of the shareholders in the above association was held at the London Tavern, on Friday, the 20th instant, for the purpose of passing a bye-law, authorising a reduction in the number of directors, pursuant to notice given by Timothy A. Curtis, Esq., at a special meeting held on the 5th instant.

JOSHUA WALKER, Esq., in the chair.

The CHAIRMAN having called on the secretary to read the advertisement convening the meeting, said it would be unnecessary to make any remarks; Mr. Curtis would introduce the subject to their notice.

Mr. T. A. CURTIS said it would be useless to take up the time of the meeting by any observation, as the subject had been fully gone into at the last meeting; he would just mention that it was his intention to give notice of a motion for their next meeting, to enable them to decrease the number of the quorum from five to four. He moved that the resolution be adopted.

Mr. GRAY said, that six or seven years ago he had proposed a measure of this description, and was induced to withdraw it, from Mr. Freshfield, their solicitor, informing them that it could only be done by altering the deed of settlement—was there not the same objection now?

Mr. FRESHFIELD said, since that period the opinion of an eminent counsel had been taken on the subject, and there was now no doubt as to the legality of their making bye-laws, as regulated by the deed.

Mr. GRAY said he had no objection to the resolution, but thought it did not go far enough. He thought five directors was sufficient, and should move as an amendment, that on further vacancies, by deaths or otherwise, they be not filled until the direction be reduced to five.

The CHAIRMAN and Mr. CURTIS showed that they could not well do with less than seven directors, and Mr. FRESHFIELD stating that a bye-law could not be passed only by giving previous notice, and Mr. Gray not having done so, it could not pass at this meeting.—Mr. GRAY withdrew his amendment, and the resolution was carried.

Mr. CURTIS gave notice of a motion, at the next meeting in May, for lessening the number of the quorum from five to four.

Thanks were voted to the Chairman, and the meeting separated.

## BIRMINGHAM, BRISTOL, AND THAMES JUNCTION RAILWAY.

An adjourned half-yearly general meeting of the proprietors in this undertaking was held at the British Coffee-house, Cockspur-street, on Monday, the 16th instant.

Mr. RUGBY in the chair.

The CHAIRMAN (having read the advertisement convening the meeting) said, he felt greatly obliged for the partiality shown him, and could only regret that some gentleman more competent than himself had not been chosen; he was sorry that Sir John Scott Lillie was not present, but hoped he should have the indulgence and support of the meeting; they were aware that this was an adjourned meeting, for the purpose of receiving a report from the committee appointed at a former special meeting, to investigate and report on the best means to be adopted, and he would, therefore, at once call upon the secretary to read the directors' report.

Mr. BRITTON had one observation to make before they commenced, on a subject which he thought of the highest importance; the clause in their Act of Parliament, relating to adjourned meetings, specified that all adjournments should be made to meet at the "same place;" he wished to ask the solicitor—the last meeting having been held at Kensington-crescent, and the adjournment to the British Coffee-house—whether he considered such adjournment legal, as it was necessary, under present circumstances, to be critically correct?

Mr. ROY said he considered the adjournment perfectly legal, as it never could have been intended by the Legislature to bind them to adjourn to the same room; he considered the word "place" meant the same town or even county, and was properly introduced, to prevent meetings being adjourned to great and inconvenient distances.

The CHAIRMAN coincided in this view, and thought the adjournment perfectly legal, and said, before reading the report, he would move for fixing the seal of the company to the registry.

Mr. WHITE asked if the registry strictly accorded with the Parliamentary deed?—The SECRETARY said it certainly did not, as many names in the register did not appear in the deed, as shares had changed hands in many instances.

Mr. M'FARLANE said, before the seal was attached to the registry, this important question must be entered into, as he was sure to affix the seal to such a registry as that would be illegal; a greater number of shares had been issued than were now accounted for; he asked the secretary for a list made by him in September last, and said he would not mention names of parties, but there were two or three different classes of shareholders to which it would be necessary to allude—some who had sold original shares and purchased others—some who had never paid on shares distinctly promised to be paid for; and as he thought the question could not be fairly discussed to-day, he should object to fixing the seal to the registry, and it was not important to do so at every meeting.

Mr. LUARD was anxious to make an observation on the subject, as having been formerly chairman of the company, and it might be considered that the books were carelessly kept; he would just explain that they had followed the example of many other companies, and had opened only a voluntary register, and had not taken the Parliamentary deed to make their share ledger from; perhaps they had been wrong, and ought to have done so, but it was from this circumstance that the Parliamentary deed and registry did not agree.

Mr. M'FARLANE said, there was not a single railway in the north but what kept their books differently to these, and that the names of all persons who held original shares ought to appear until a regular transfer was made and entered; he therefore moved, "That the seal be not affixed to the registry," which was seconded by Mr. LUARD, and carried unanimously.

The SECRETARY then read a letter from Sir John Scott Lillie, stating that it was not his intention to continue to hold the office of chairman or director, unless an essentially different system of general management was adopted; though satisfied that the thing must eventually succeed, into whosever hands it might fall, he had only lately come into the direction, and would not be answerable for the errors of others, and had been greatly surprised that parties should have called a special meeting to clear the company from difficulties into which themselves had thrown it.

The SECRETARY then read the directors' report, embodying the report of the committee, which first alluded to the liabilities, which were 54,509*l.*, of which 38,000*l.* was for land and compensation, while the available assets, exclusive of the value of the land, was 5580*l.*; it recommended an immediate disposal of surplus land, and to proceed to finish the railway to the Great Western Railway, from whence three locomotive engines would be sufficient for the traffic, and afterwards the distance from thence to where it would join the Birmingham to be worked by one stationary engine, but recommended, on the first opening, to use horse-power on the line until the whole was finished; that the ballasting laid down by Mr. Samuda was not equal to the agreement; it recommended that Mr. Hoskins' plan, with some modifications, should be carried out; that 50,000*l.* should be raised by the issue of new shares, and the power of borrowing money under the Act reduced from 50,000*l.* to 30,000*l.*; and recommended a forfeiture of all bad shares, and the recovery of whatever calls there was any chance of obtaining.

The statement of accounts was then read, which showed the receipts to have been 99,372*l.* 2*s.* 4*d.*, and payments 103,861*l.* 10*s.* 1*d.*

The SECRETARY then read a statement of the outstanding calls, which were divided into three classes, as follows:—

Good	...	336 shares	...	4,766 <i>duc.</i>
Doubtful	...	542 "	...	8,533 "
Bad	...	606 "	...	11,072 "

Mr. GUDWIN rose to move the adoption of the report. He was surprised at the panic which appeared to be in existence as to the success of this undertaking; they were now in a far better situation than ever as regards their prospects, as the other lines were finished; and by means of joining the London and South-Western, and the Birmingham and Great Western, would be the quickest, cheapest, and most accessible mode of uniting the north and south of England; the opinions given by Mr. Brunel and Mr. Stephenson could not be disturbed—no circumstances had happened to alter their position for the worse, and the connection with the continent, by means of the London and South-Western Railway and Havre, was not the least advantageous prospect; their surplus land had increased in value,



and would most probably sell for 40,000*l.*, and he was anxious to see something doing; he therefore moved the adoption of the report.

Considerable conversation ensued. Mr. WHITE explained his reasons for not agreeing with Mr. Hoskins' plan.—Mr. HOSKINS replied, and Messrs. Laard, Whitchurch, Morgan, Britton, and Hoof, severally spoke on the subject.—The motion was seconded by Mr. GARLAND, and carried by a large majority.

On the motion being put for filling up the direction, Mr. M'FARLANE, who said he represented Manchester shareholders to the amount of 30,000*l.*, and they would not pay another farthing of their calls until a more efficient direction were appointed.—After considerable discussion, Messrs. Latham, Hoof, Alexander, and Sir John Scott Lillie, were elected as directors *pro tem*, and a requisition was extensively signed to call a meeting for Monday, the 6th April next.

Thanks were voted to the chairman, who returned thanks, and the meeting broke up.

#### ULSTER RAILWAY COMPANY.

The half-yearly meeting of this company was held in the directors' room, Belfast, on Thursday, the 12th instant.

JAMES GODDARD, Esq., in the chair.

The SECRETARY read the report of the directors, which stated that the result of the traffic on the first section of the line, from Belfast to Lisburn, opened on the 12th of August, 1839, and made up till the 29th February, 1840, was as follows:—

Gross receipts for the 202 days, ending 29th February . . . . . 4569 7 4  
Expenditure for working the line, for this time, including an allowance of 4*l.* for wear and tear of engines and carriages . . . . . 4159 12 4

Leaving a clear profit of . . . . . 410 15 0

being upwards of 3 per cent. per annum on 90,000*l.*—the sum now expended—and would pay a dividend, for the 202 days, of 2*s.* 6*d.* per share on 11,196 shares, the present stock of the company (804 of the original 12,000 having been forfeited), and leave a surplus of 104*l.* 5*s.* to be added to the profits of the next half-year. The directors have entered into a contract to complete the entire line from Lisburn to Portadown, and have it opened for traffic in November, 1841—an intermediate stage of about six miles, to Trumery, to be finished six months sooner. The entire distance is 17 miles, 1 furlong, and 7 chains; and the sum to be paid is 90,500*l.*, which includes the ballasting and laying the permanent way.—The report was unanimously adopted, and a special general meeting appointed to be held on Thursday, the 2d April next, for the purpose of declaring the dividend.—Thanks were passed to the chairman and directors, and the meeting adjourned.

#### GREAT NORTH OF ENGLAND RAILWAY COMPANY.

The eighth half-yearly meeting of the proprietors was held at the company's offices, Darlington, on Tuesday, the 9th inst.

THOMAS MEYNELL, jun., Esq., in the chair.

The company's seal having been affixed to the registry of shares, the report was read by Captain O'BRIEN, which stated that energetic means were being taken to compel the payment of outstanding calls; that the line from Darlington to York (forty-five miles) is nearly completed, and will be opened to the public in October next; previous to which period the railway south of York will be in full operation, and there will be an unbroken railway communication from London to York, so that a vast trade will be ready to come at once upon this line, the greater part of which will pass over the whole distance from York to Darlington. The directors intend to continue the line northwards from Darlington to Newcastle as soon as their finances will permit.

The financial statement to December 31st, 1839, shows receipts to the amount of 372,233*l.* 5*s.* 2*d.*, of which 197*l.* 10*s.* 7*d.*, was received in 1839, and the remainder previously. The amount received on calls is 254,409*l.* 10*s.*; on loan 116,222*l.* 10*s.*; and the remaining 1601*l.* 5*s.* 2*d.* for rent and interest. The disbursements amount to 433,900*l.* 12*s.* 2*d.*, of which 242,498*l.* 13*s.* 1*d.* were made in 1839, and 191,401*l.* 19*s.* 1*d.* previously. Balance in the treasurer's hands 6992*l.* 9*s.* 8*d.*, and the amount of the company's acceptances for materials, &c., 68,659*l.* 16*s.* 8*d.*

A proposition by Mr. PRANCE, seconded by Mr. MARTEN, both of the Stock Exchange, London, for relaxing, in cases where injustice appeared to be inflicted by its enforcement, the resolution of the 20th of August last, empowering the directors to take legal proceedings for enforcing the payment of calls on the original proprietors, where the transfer has not been registered, was lost—only two hands being held up. The other resolutions were passed unanimously. Thanks were voted to the chairman and directors, and the meeting separated.

#### HULL AND SELBY RAILWAY COMPANY.

The annual general meeting of the shareholders of this company was held in the Town Hall, Hull, on Saturday, the 7th instant.

HENRY BROADLEY, Esq., M.P., in the chair.

The notice convening the meeting was read, after which the CHAIRMAN said the present was the last meeting before the opening of the railway. The directors had delayed calling the shareholders until the latest possible period, so that the fullest information might be given as to the precise position of their great undertaking. For the purpose of laying before the meeting the true position in which their affairs now stood, a rather lengthened report would be presented to them. Whether all the information required had been given in the report would be for the meeting to say; but if anything additional should be required, he should be happy to give any information which they might deem important. It was utterly impossible to lay before the meeting all the reasons which had induced the directors to come to their various decisions during the past year, but the decisions themselves would be laid before them, and they would thus have an opportunity of judging how far they had been correct in their determinations. There was one point in the report upon which he wished to make a few remarks—it was, the circumstance of additional sums having been paid to the contractors for the performance of their work, than had originally been agreed upon. It had been found that the sum originally fixed was quite inadequate for the due performance of the work; the engineers of the company were therefore consulted, and, after much deliberation, it was resolved that they should make a new estimate, and it was ultimately determined that such sums should be paid to the contractors, as the engineers, on their revised estimate, should think requisite. This they thought a much better course than having the contracts thrown up by the original contractors, and so have to let the work to other persons. The sum paid to the contractors, according to the revised estimate, in no case exceeded the actual outlay on the works. With respect to the general views of the company, he would state, as his own opinion, that they remained now what they were at the commencement. He had never conceived railways to be undertakings where money might be coined; but he thought them the most legitimate undertakings in which gentlemen could be embarked; the shares in this railway had never been bought up by interested parties to enhance their price in the market, as was too frequently the case in other undertakings; and he believed that ultimately the shareholders would find it a very profitable investment. There was no reason to apprehend that the opening of the railway would be deferred beyond the period originally intended—sometime during the ensuing summer—and they would then have an opportunity of testing its benefit both to the town and themselves. All the other railways which communicated with the Hull and Selby line, it was expected, would be opened during the present year. The Leeds and Selby Railway Company had not only declared a dividend of 2*½* per cent., but had greatly increased its capital by an extensive purchase of machinery, and that might be considered as an earnest of the success which would attend this undertaking. Without wishing to encourage anything like false hope in the meeting, he could not but congratulate the shareholders on the prospect before them. It was true they had been compelled to make a considerable outlay of capital; and although it was much to be regretted that the expense had been so much greater than the estimate, still they could not think it other than very moderate when they looked at the excess over the estimate in other companies being so much more than their own. Another advantage which they possessed over almost all other companies was, that the money required to be issued above the capital of the company had been all obtained without having recourse to Parliament, and that nearly the whole of the sum thus required had been obtained in Hull and its vicinity. They had now to elect five directors in the places of those who went out of office, according to the Act of Parliament; those directors, however, were eligible to be re-elected, and the meeting could exercise its own discretion as to the manner of election. A short time since the shares in

this company were at a discount of 13 per cent.; now, notwithstanding the many calls they had been obliged to make, they were only at a discount of 7*½* per cent. In conclusion, the only thing which he regretted was, that it would be their business that day to forfeit a certain number of shares. With this exception he had no doubt the report would be highly satisfactory to the whole of the shareholders.

Mr. G. LOCKING (the secretary) then read the report.

Mr. G. BUXTON moved the adoption of the report. [For the resolutions see advertisement.]—Mr. W. H. DIXES seconded the resolution, with great pleasure. He took his shares in this company not only with the desire of benefitting the town, but also himself, and he saw no ground for doubting that he should not do both. There was one point to which he would desire more particularly to call the attention of the directors, and that was that the fares, after the opening of the railway, should not be fixed too high; they ought to be at such a rate as not to deter persons from travelling by that line.—The resolution was carried unanimously.

Mr. W. FARTHING moved the second resolution, which he did with great pleasure, as he was convinced the directors had performed their duties with great zeal and attention.—Mr. JOHN FOSTER briefly seconded the resolution, which was carried with much applause.

Mr. W. H. BELL moved the re-election of the outgoing directors.—Mr. MOOR seconded the resolution, which was carried unanimously.

Mr. R. M. CRAVEN moved the third resolution.—Mr. J. HENWOOD seconded the motion. It was a striking feature in all the meetings connected with this great undertaking, that a well-sustained confidence in the managers had been manifested throughout; and now, when they had come to the last meeting before the opening of the railway, and though the calls for money had been made so very frequently, still the same confidence was exhibited towards the directors by the shareholders as on former occasions; he had no doubt the end would fully justify the reliance which was so placed upon them. They had only now to apply themselves with assiduity to what remained to be done, and then there might be well-grounded expectation that they would be fully rewarded for their exertions.—The resolution was then put and carried.

Mr. T. WILSON moved the next resolution, for the appointment of a committee to treat with the dock company.—Mr. J. CRAVEN seconded this resolution, which was carried.

Mr. G. LIDDELL said, though they had the highest confidence in the management of the affairs of the company, still it was requisite that some one should examine the accounts; he therefore moved the appointment of auditors, which being seconded by Mr. COCKMAN, was carried.

A vote of thanks was then passed to the chairman and directors.—Mr. BROADLEY briefly returned thanks, after which the meeting separated.

#### RIO DOCE COMPANY.

A special general meeting of the shareholders of this company was held at the offices, Bishopsgate-street, on Monday, 16th inst.

JOHN SAUNDERS, Esq., in the chair.

The minutes of the last meeting, having reference to the forfeiture of the shares in arrear of payment on the calls made, were read and confirmed.

The CHAIRMAN said the directors had thought it their duty to prepare a statement, showing the number of shares that had responded to the last call, and those that still remained unpaid; the number of shares upon which the call was paid was 2330, and those in default of payment 1590—of these 1000 were held by Mr. Horsman, for parties residing on the continent; if one-half of these shares were taken up they should have ample capital to carry out the works. It now remained with the meeting whether the declaration of forfeiture should be absolute, or whether defaulters should be allowed a further extension of time to secure their interest. He (the chairman) observed he had no well-founded hope that these shares would be paid upon, they had no reason to expect it; he added, that the call of 30*s.* they were about to make would be called for by three instalments of 10*s.* each, the first payable in one month, the second in two months, and the third in three months.

Some conversation ensued as to the measures to be adopted with respect to the shares in default, the general feeling appearing to be that a further time should be granted, and at the expiration of which, those shares then remaining unpaid are to be absolutely forfeited. A resolution, to the effect—"That seven days longer be allowed the parties in default, and that those shares remaining unpaid on should be divided *pro rata* among the shareholders who had paid up their calls," was unanimously passed.—The CHAIRMAN said this resolution should be strictly carried out.

Prior to the adjournment of the meeting, a member of the board of direction said instructions had been given to get the vessel ready for immediate departure, and that when they had the funds it would be ready for starting in a fortnight's time.

#### VAN DIEMEN'S LAND COMPANY.

[This company was established by Act of Parliament in 1825, for the purpose of encouraging emigration to the settlements acquired by the company, and that of the employment of capital in partially cultivating the large tracts of land possessed by the company, who have secured from government 350,000 acres, of which 128,000 (or 200 square miles) have been reserved for settlers. The latter are let to tenants, in large or small allotments, at 2*s.* 6*d.* per acre—which rent, for the first two and a half years, is expended in fencing, after which period the rent is paid in cash. The period for which the leases are granted, range, we believe, from fourteen to twenty-one years.]

The annual meeting of the proprietors of shares in this undertaking was held on Monday, the 16th inst., at the company's house, Old Broad street, for the purpose of receiving a report from the court of directors relative to the affairs of the association, and on other matters.

J. CRIEPPS, Esq., M.P. (the governor) in the chair.

The minutes of the last general and special meetings having been read, Mr. EVENS (the secretary) read the report of the directors, which stated that, in pursuance of the resolution adopted at the last annual meeting, to extend the operations of the company in the colony, 4000*l.* had been remitted to the colony to purchase sheep, cattle, and extending the farm accommodation on the estates of the company. The stock sent out from this country had arrived safe in the colony, and the reports received from the farming superintendent, as well as Mr. Carr, the chief agent, are highly favourable as to the productiveness of the land at Circular Head, the heaths being well adapted to sheep walks. At Woolnorth the flocks were healthy. The report proceeded to state the extension of the works on the lands of the company, that the timber on the land was suitable for ship-building and for staves, which were in great demand at Sydney; that about 30,000 acres had been enclosed on the Surrey hills. The sales of surplus stock in the past year had realised high prices. Stallions had been sold at 112*l.* 12*s.* 6*d.* each, geldings 60*l.*, two Durham bulls 120*l.* 5*s.* each, Saxon rams 6*l.* 10*s.*, and Leicester rams 10*l.* 10*s.* each. The total value being 3491*l.* The company had on their lands 7447 sheep, 213 horses, 1860 head of cattle, besides swine and deer, and about 300 rams, horses, &c., intended for sale. It was, therefore, probable that a remittance for a dividend might be raised within a few months. About 1030 acres of land were under cultivation. The clip of wool of 1839 had been sold in this country and realised 1024*l.*, or at an average of 7*½* *d.* per lb. As an increase of the population on the company's estates was the best means of extending its operations, there had been sent out last year sixty-nine men, women, and children, and additional numbers would be forwarded speedily. The Government had furnished instructions to the colony, authorising the company's agent to act provisionally as a revenue officer for clearing and reporting ships at Circular Head, to collect duties, &c., for all vessels arriving from the United Kingdom or any British colony. Another important fact was that the Government had raised the minimum value of land from 5*s.* to 12*s.* per acre. This would improve the company's lands. Under all circumstances, the directors looked forward with confident hopes to ultimate prosperity. The report concluded by stating the names of the directors and auditors who retired by rotation, all of whom offered themselves for re-election.

The CHAIRMAN said the directors had endeavoured to make the report as full and comprehensive as possible; and that himself, the deputy governor, and the directors, would be most ready to answer any question on the affairs of the company, as they had nothing to conceal. He congratulated the proprietors on the favourable terms of the report, which was the most satisfactory the directors had had to present.

Mr. KNIGHT thought it would not be advisable to make a dividend under the present circumstances of the company, as it would be only taking money out of one pocket to put it into another. If a dividend should now be declared, a further call must be made. As a shareholder, he was anxious for the success of the company, and that would be best secured by the employment of a larger capital. He moved that the report was most satisfactory.

Mr. BURNIE said the directors would not have proposed making a dividend unless they had a surplus that would enable them to do so. It should be necessary to make a call, he was sure that it would be promptly met by the shareholders. The directors were really and willing to answer any questions which the proprietors might think proper to put to them. If a call were

made, it would be a special one, and for a special purpose. The governor thought a dividend ought now to be declared, but he by no means wished it to be supposed that such dividend would be paid out of the property of the company.

Mr. CATTLEY said that the money remitted home would be sufficient for a dividend after all expenses had been paid.

Mr. WHITCOMB said he had resided twelve years in Van Diemen's Land. He knew from personal observation that the property of the company abounded in valuable timber and excellent grazing land, and the most valuable of the company's land was that which never had been in cultivation.—Mr. BOUCHER, and other gentlemen who had been in the colony, asserted that the company's live stock was the finest in Australasia, and expressed their unqualified opinion that the company's property was most valuable, and that the price of land was rapidly rising.

Mr. WILSON thought the question as to a dividend was one that ought to be left entirely to the directors, who, he was sure, would make it out of the real profits only. There would be no necessity for a further call, as the amount of the second was as yet nearly untouched.

Mr. MILLS thought, from the great increase in the number of the company's cattle, they might soon commence curing beef for the supply of the vessels engaged in the whale fisheries, and which would be a source of very considerable profit to the company. Much good would also be effected by extending the number of dairies, as the profit on the sale of butter was very considerable.

Mr. EWENS (the secretary) stated, at the request of a proprietor, that he had been to inspect some dairies in the neighbourhood of Essex, and he begged leave to submit a drawing of the machinery necessary for the working of a dairy upon a large scale. The result of his observations and calculations was, that the company's 700 cows would, as soon as properly classified, yield an income for butter alone of upwards of 7000*l.* a year.

Mr. MILLS thought if the company was to cure their own beef, the whale ships would be better served than by taking out their provisions either from England or Ireland. He suggested that the publication of the report should be delayed for a month, in order to give time for the receipt of further information from Van Diemen's Land, and which might now be daily expected.

Mr. CATTLEY adverted to the high prices which the company's cattle had fetched, and said the demand for them had exceeded the most sanguine expectations of the directors.

After some further discussion, the report was received and ordered to be printed.

Mr. BURNIE (the deputy governor) entered into detail as to the cheering prospects of the company, and confirmed the progress which had been made in the company's affairs, as was clearly shown by the report and accounts; and the able manner in which these documents were drawn up did the secretary great credit. The population being considerably increased, and more emigrants on the point of embarking during the present summer, he suggested the propriety of immediately building a church, and establishing schools on the company's lands; also the sending out of a clergyman of the Church of England.—After some observations from Mr. Wilson, and another proprietor, a resolution to that effect was put and carried.

The vacancies in the board of directors having been filled up, and the auditors re-elected, thanks were voted to the chairman; after which the meeting adjourned.

#### COMMUNICATION BETWEEN LONDON AND DUBLIN.

A numerous and influential meeting of the inhabitants of Ludlow and its vicinity has been held, for the purpose of adopting measures for co-operating with the Worcester Chamber of Commerce, in obtaining the necessary surveys of the line *via* Worcester, Ludlow, and Port Dynlawn, at which resolutions were unanimously adopted, pledging the meeting to support the adoption of this line. Similar meetings have also been held at Bishop's Castle, Newtown, Welchpool, and Tenbury; and active measures appear to be in progress for securing the co-operation of the inhabitants of Pershore, Evesham, Campden, Chipping Norton, and other towns on the eastern side of the proposed line.

Sir Edward Smith, Professor Barlow, and a third gentleman—the commissioners appointed by Government to investigate and report upon the best line of communication between London and Dublin—will, within the next month, send in their report, which is in favour of the route by Chester and Holyhead, in preference to that by Shrewsbury and Port Dynlawn; a company of which Mr. G. Stephenson is the engineer, was formed some time ago for carrying this line into effect, but the state of the money-market with reference to railway shares is, and is likely to be, such, that unless they obtain assistance from the Government, which I learn is at present confined to a loan on the part of the company of one million sterling, the repayment to be spread over a series of years, they will not be able to carry on their intentions as set forth. This railroad from Chester to Holyhead, if ever finished, will be eighty-two miles in length; the first thirty of it will be almost a dead level, and will skirt the coast of Wales for that distance. The engineering difficulties on the subsequent part of the line are by no means of as formidable a character as might have been anticipated, and are certainly not greater, if so great, as those which have been successfully contended against on the London and Birmingham, and Manchester and Leeds lines. The great point at issue was the risk of crossing the Menai-bridge. Independent of the danger of suffering so much as eighty to one hundred tons, the average weight of a train, being on it, in rapid transit, it is well known that the vibration of a suspension-bridge impedes the action of the locomotive, and that there is consequently, an immense loss of power. To obviate this, as well as the danger, the commissioners will recommend the granting permission to the company to transmit one or two carriages at a time, by means of a stationary engine; the weight on the bridge at any one time not to exceed about ten tons. In August next the Crewe and Chester Railway, branching off at the first-named place from the Grand Junction Railway, by which company it has just been purchased, and the Chester and Birkenhead Railway (a continuance of that from Crewe) will be opened, when there will be a saving of nine miles in distance—and in consequence of the superior gradients twenty minutes will be saved on that account—making a total of about an hour, no small consideration when the present fast mail-train from London only occupies nine hours and a quarter in its journey. The corporation of Liverpool have recently bought a large tract of ground on the Birkenhead side of the Mersey, close to two principal ferries, opposite to Liverpool; and in consequence of the bed of the river lying on the Chester side, they are about to construct docks, which will be accessible at almost all states of the tide, and from whence it is probable that the Irish mail steamers will start. The railway will run close to the water's edge, and the transference of the mails, passengers, &c., will not occupy more than ten minutes, instead of, as at present, nearly three quarters of an hour. A saving in time of altogether an hour and a half might thus be gained, which would (except in severe gales from the westward) ensure the delivery of the night London mail in Dublin the evening following its departure.—*Correspondent of the Dublin Monitor.*

MANCHESTER AND LEEDS RAILWAY.—At the late meeting of the shareholders of this company, it was stated that the entire line would be opened in 1840. Of 2860 yards of tunnel, 1018 remain at present unfinished. The receipts of the line from Manchester to Littleborough have exceeded the expenditure. However, there appears to be some little difficulty and want of unity with respect to the junction with the Manchester and Liverpool Railway. The meeting was very numerously attended, and appeared most unanimous in commendation of the directors, and highly gratified at the present state of the railway.

SHEFFIELD AND ROTHERHAM RAILWAY, AND THE NORTH MIDLAND.—At the late half-yearly meeting of the North Midland Railway Company, it was stated that negotiations were pending for an agreement with the Sheffield and Rotherham Railway Company, but that certain difficulties had arisen in the way of its adjustment, which prevented its being laid before that meeting. We are glad to hear that those difficulties have been removed, and that the arrangements were all satisfactorily concluded at Derby, on Saturday last, where deputations from each board met for the purpose. By this agreement, the town of Sheffield will be virtually placed on the North Midland Railway, as that company will have a station of their own at Sheffield; their own engines and carriages will run up to the town, so that passengers for London or for Leeds will be booked in the Wicker, and not change carriages till they arrive at their destinations. This arrangement, we hear, will come into operation the next week in April, by which time we shall have a continuous communication by railway from Sheffield to London, and be able to perform the journey in eight hours and a half or nine hours.

POST-OFFICE ARRANGEMENTS.—We have authority to state that the directors of the Midland Counties Railway have at length received an official communication from the Postmaster-General, notifying that letter bags would be conveyed by this railway on and after the 6th of April next.—*Nottingham Journal.*



## PUBLIC COMPANIES.

## MEETINGS.

**GREAT WHEEL CHARLOTTE MINING ASSOCIATION.**—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of the shareholders of this association will be held at the George and Vulture Tavern, Cornhill, on Monday, the 20th inst., at One o'clock precisely. At this meeting two directors will be elected, in the room of Messrs. Carr and Harrison, who go out under the provisions of the scrip certificate, but who are eligible for re-election. Lawrence Pountney-hill, March 18.

**MOUNT'S BAY MINING COMPANY.**—The proprietors of shares in this company are requested to MEET at the Star Hotel, Manchester, on Saturday, the 24th inst., at Three o'clock in the afternoon, to take into consideration the affairs of the company. March 19.

**ZACATECAS MINING COMPANY.**—A SPECIAL GENERAL MEETING of the proprietors of this company will be held on Wednesday, the 25th inst., at One o'clock precisely, at the office of the Anglo-Mexican Mint Company, No. 10, New Broad-street. J. FARRELL, Sec. 5, Broad-street-buildings, March 16.

## CALLS.

**CHESTER AND CREWE RAILWAY.—CALL OF TEN POUNDS PER SHARE.** (making, with the previous calls, £50 per share.) The directors of this company having resolved, at a meeting held this day, to CALL (under the provisions of an Act of Parliament) for the remaining TEN POUNDS, due on the respective shares, Notice is hereby given, that the proprietors of shares are required to pay, on or before the 10th day of April next, to one of the under-mentioned bankers, the sum of £5, and, on or before the 10th day of June next, the further sum of £5, on each of their respective shares:—

Messrs. Dixon and Wardell, Chester.

The Borough Bank, Liverpool.

Messrs. W. Jones, Lloyd, and Co., Manchester.

Messrs. W. Jones, Lloyd, and Co., London.

**MINAS GERAES COMPANY.**—Notice is hereby given, that the directors have made a CALL of ONE POUND per share on the shares in this company, and that the same is to be paid on the 10th day of April next, to Messrs. Barclay, Bevan, Tritton, and Co., for account of the directors. The bankers' receipt is to be brought to this office, with the certificates of the shares, to be endorsed thereon. GEO. D. KEOGH, Sec.

\*The correspondence which has passed between the board and their agents at Morro das Almas since the last general meeting of the shareholders, held on the 20th December last, is lying at the office for the inspection of such shareholders as may wish to see it. 5, Tokenhouse-yard, Lothbury, March 14.

**RIO DOCE COMPANY.**—Notice is hereby given, that, in accordance with the resolution of a General Meeting of the shareholders, held by advertisement, at the company's office, on the 17th ult., a CALL of THIRTY SHILLINGS per share is hereby made, payable in three instalments of Ten shillings each:—viz. the first on or before the 16th April, the second on or before the 16th May, and the third on or before the 16th of June next; at Messrs. Barnett, Hoare, and Co., bankers of the company, whose receipts for the same will be exchanged at the Rio Doce office for new scrip certificates.

By order of the directors, ROBERT MESSER, Sec.

Rio Doce office, 10, Bishopsgate-street-within, March 16.  
N.B. The £5 scrip certificates must be returned when exchanging the bankers' receipts for new scrip certificates, which will include the whole amount paid per share.

**ST. HILARY COPPER MINING COMPANY.**—Notice is hereby given to the shareholders, that the directors have THIS DAY come to the following RESOLUTION:—That the call of Five shillings per share, which became due on the 27th January last, be received until Monday, the 20th March, and that all shares on which the said call shall not be paid on or before that day, be FORFEITED. N.B. All shares on which the preceding calls have not been paid, are absolutely forfeited. 15, Great St. Helen's, March 3.

**WHEAL WALLIS MINING COMPANY.**—Notice is hereby given, that the directors of the above Mine have this day made a CALL of FIVE SHILLINGS per share, to be paid into the Manchester and Liverpool District Bank, on or before the 25th day of March. The Secretary is empowered to endorse the scrip, on production of the bankers' receipt.

By order of the directors, HENRY CARR, Sec.

**SOUTH TOWAN, ROSE ANN, and WHEAL LYDIA CONSOLIDATED MINES,** in the parishes of St. Agnes and Illogan, county of Cornwall. WHEREAS, the sum of Four Thousand Pounds is immediately required, towards the liquidation of the merchant's claims and other debts and incumbrances on the above Mines, and for the due prosecution of the works thereof, Notice is hereby given, that the sum of FIFTY POUNDS for every one sixth fourth part of share (being at the rate of ONE POUND for every scrip share in such MINE, issued by Messrs. Hews and Musgrave) must be paid to me, the undersigned, pursuer of such MINE, at the counting-house of the said Mines, on or before Monday, the 6th day of April next; and that a further CALL of TWELVE POUNDS and TEN SHILLINGS for every sixth fourth part of share (being at the rate of FIVE SHILLINGS for every scrip share in the said Mines, issued by said Hews and Musgrave) will be advertised on the said 6th day of April to be raised, and payable on the 6th day of May now next.

Dated this 14th day of March, 1840. WILLIAM KITE, Pursuer.

Address:—Mr. William Kite, Pursuer, South Towan, near Redruth, Cornwall.

**MINING PROPERTY FOR SALE OR PURCHASE.**—WILLIAM TRENNY, JUN., MINE AGENT AND SHARE BROKER (late of Redruth, Cornwall), 80, Threadneedle-street, London, is in a situation to treat for the sale or purchase of the best mining shares in Devon and Cornwall, together with those that are at a considerable discount. Mines inspected by men of well known celebrity, and specimens of ores may be seen at his office. All communications to be post-paid.—Feb. 1.

**CORNISH SCRIP AND OTHER SHARES.**—Holders of the above, feeling disposed to SELL, will find purchasers for them by applying to Mr. Bawden, No. 2, Bank-chambers, London.

**THE THAMES TUNNEL IS OPEN TO THE PUBLIC** every day (except Sunday), from Nine in the morning until dark. Admission One Shilling each. Entrance near the Church at Rotherhithe, on the Surrey side of the River. The Tunnel is now upwards of 110 feet in length, brilliantly lighted with Gas, and is completed to within 50 feet from the Wharf wall, Wapping. By order, J. CHALKER, Clerk to the Company. Thames Tunnel Office, Walbrook-buildings, Walbrook, March.

**STEAM COALS.—NEWPORT, MONMOUTHSHIRE.**—It has been proved by the experience of the GREAT WESTERN STEAM-SHIP, that the only coals to be depended upon for CROSSING the ATLANTIC, are those produced from the NEWPORT MINES, on the eastern side of the Welsh Mineral Basin. Trial has been made, on board the Great Western, of almost every sort of coal; of the Llangeenock, Graigola, and Brinderry, in South Wales; of coal from Newcastle and Liverpool; of Scotch from the east and west coast; and also of Peabody, in Nova Scotia. Every sort has been forced to yield to the vast superiority of the NEWPORT COAL, which possesses the following excellent qualities:—It performs most work with a smaller quantity, does not burn the bars, nor does it sinker, and it leaves little but dust to throw overboard. It is very enduring, keeps well, and yields but slowly to atmospheric influence.

Any quantity may be had delivered on board in the UK, or Newport River, by applying to Messrs. Ann Rees and Co., coal shipper, Newport, Monmouthshire.

TO THE EDITOR OF THE MONMOUTHSHIRE MERLIN.

Tredgar Iron Works, near Newport, Monmouthshire.

**STEAM COALS.—SIR,**—With reference to an advertisement which appeared in your last paper, and has appeared in many other provincial papers, and which no doubt is calculated, if not cunningly intended, to mislead the public; and, in order to guard the public against the misrepresentation such advertisement contains, I deem it right to make it known to the consumers of Steam Coals, that the Tredgar Coal Company are the only shippers of coals at the port of Newport, who have ever supplied the Great Western steam ship with that article which has so successfully propelled that ship across the Atlantic. The coals shipped by the Tredgar Coal Company, and proved to be so superior to all other coals for steam-ship purposes, are the produce of a certain vein which is worked by the Tredgar Coal Company only, and is not worked, or the produce thereof shipped by any other company or individual at the port of Newport. Other parties may attempt, by unfair means, to supersede the use of the Tredgar Company's coals, but they will find that the public are not to be misled by misstatements. The powerful propelling qualities of the Tredgar Company's coals have been fairly tested, and it has been admitted by those who have used them for steam-ship purposes, that they cannot be equalled. The great demand for them is the best proof that every sort has been forced to yield to the vast superiority of the Tredgar coals.

The subjoined letter from the managing director of the Great Western Steam-ship Company is well calculated to satisfy the public of the imposition which has been attempted to be practised.

I am, Sir, your obedient servant,

A FRIEND TO FAIR DEALING.

[CONT.]

Great Western Steam-ship Company's Office, Bristol, Feb. 13, 1840.

Messrs. Thomas Webb and Son, Agents to the Tredgar Coal Company.

Enclosed, I enclose with your request in stating that the coal used on board the Great Western steam-ship is that from the Tredgar concern, which we have found to be in all respects superior to any other we have used, and that we have never purchased from any other coal company in Newport.—The advertisement you have drawn my attention to in the Monmouthshire Merlin, respecting Newport coal, contains an extract I rather think from a letter of my own (or words as near as may be similar), which I applied to the Tredgar coals only, in answer to information asked of me as to its quality.

I am, gentlemen, your obedient servant,

(Signed) CHRISTOPHER CLAXTON,

Managing director of the Great Western Steam-ship Co.

## MEETINGS OF SCIENTIFIC BODIES.

## IN THE ENSUING WEEK.

SCIENTIFIC SOCIETY.	PLACE OF MEETING.	DAY.	HOURS.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.
Royal Geographical	21, Regent-street	Monday	9 P.M.
Royal Medical and Chir.	53, Berners-street	Tuesday	8 P.M.
Civil Engineers	25, Great George-street	Tuesday	8 P.M.
Zoological	28, Leicester-square	Tuesday	8 P.M.
Society of Arts	Adelphi	Wednesday	8 P.M.
Geological	Somerset House	Wednesday	8 P.M.
Medico-Botanical	32, Sackville-street	Wednesday	8 P.M.
Scientific Society	Charlotte-st., Bloomsbury	Thursday	7 P.M.
Royal Society	Somerset House	Thursday	8 P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
R.I. Society of Literature	St. Martin's-place	Thursday	8 P.M.
Naturalistic Society	Somerset House	Thursday	7 P.M.
Royal Institution	Albemarle-street	Friday	8 P.M.

## PUBLIC COMPANIES.

## MEETINGS.

British and Australasian Bank	55, Moorgate-street	March 21	2.
Mount's Bay Mining Company	Star Hotel, Manchester	21	3.
Wheal Sisters Mining Company	37, New Broad-street	21	12.
Zacatecas Mining Company	9, New Broad-street	21	12.
British Gas Light Company	George-yard, Lombard-st.	25	1.
Equitable Gas Light Company	21, John-street, Adelphi	25	12.
Rhymney Iron Company	7, Lawrence Pountney-hill	25	1.
Southwark Bridge	Queen-street-place	25	1.
Cambrian Iron and Spelter Company	21, Moorgate-street	28	12.
Great Wheel Charlotte Mining Co.	George and Vulture Tavern	30	1.
Treleigh Consols Mining Company	25, Threadneedle-street	April 1	1.
English Mining Association	George and Vulture Tavern	1	1.
Comp. for Working Mines in Scotland	Sun Fire-office	2	12.
Northern and Eastern Railway	Office, 61, Moorgate-street	2	1.
East London Water-works	16, St. Helen's-place	2	11.
Rocks Tin Mining Company	George and Vulture Tavern	2	1.
New Brunswick Land Company	George and Vulture Tavern	7	1.

## CALLS.

North Midland Railway	51...	March 26...	George-st., Mansion-house.
Wheal Wallis Mining Company	28		Manchester & L'pool Dist. Bank.
Cornwall Great United Mines	14		31...
Port of Call Iron and Coal Co.	10	April 1...	Union Bank, Moorgate-st.
S. Towan, Rose Ann, & W. Lydia	14		Counting-house of the Mines.
Cambrian Iron and Spelter Co.	24		London Joint-Stock Bank.
Ulster Canal Company	24		Smith, Payne, and Smith.
London and Blackwall Railway	24		London & Westminster Bank.
Minas Geraes Company	14		Barclay, Bevan, and Co.
Rio Doce Company	10		Barnett, Hoare, and Co.
Gen. Reversionary & Investment	10		Drummonds.

## DIVIDENDS.

General Steam Navigation Company	69, Lombard-st.	March 23.
Wicklow Copper Company	74 per cent.	72, Tokenhouse-yard.
South-Western Railway	18 sd. pr. sh.	60, Moorgate-street.
British and Colonial Trust Company	4 per cent.	44, West Strand.
Commercial Bank of New Orleans	4 per cent.	Redd, Irvine, & Co. May 15.

## NOTICES TO CORRESPONDENTS.

**ANTHRACITE COAL.**—We have much pleasure in acknowledging the receipt of several communications on this subject. We were aware of the importance, as an article of trade, that anthracite has become in Pennsylvania, and other parts of the United States, but the great space occupied in our late numbers by the discussion of the "Miners' Smelting Company," and other pressing matter, has prevented our noticing the subject. In an early Number we shall avail ourselves of our correspondents' communications, and also insert entire (if possible) the excellent speech of Mr. Biddle (late President of the United States Bank), delivered on the occasion of a dinner to celebrate the successful experiment of smelting iron ore with anthracite, according to Mr. Crane's patent.

We have received a very interesting communication from "Investigator," on "Returning Silvery Lead Ores," in which we regret we cannot find room this week, but it shall certainly appear in our next.

"N. F." Liverpool.—The "History of the Iron Trade," by H. Scrivenor, Esq., is continued monthly in the MINING REVIEW, forming one-half that publication, and so arranged as, at its conclusion, to be bound in a separate volume, or with the Review, at the option of the subscriber.

We have received from a correspondent a "Description of the Mineral District of Shropshire," which will be inserted in the next Number of the MINING REVIEW.

**TARTOIL MINING COMPANY.**—We think we recognise "Q. in the Corner." His letter shall appear if he will authenticate it, by giving us his name in confidence. We do not, however, apprehend he is likely to do so. He ought to know we do not admit anonymous communications.

## WEEKLY RAILWAY TRAFFIC RETURNS.

## LONDON AND BIRMINGHAM RAILWAY.

[Length of Line, 113½ miles.]

The gross amount for conveyance of passengers, parcels, carriages, horses, and mails, for the week ending the 14th March	£10,581 1 4
For merchandise for the same time	1,871 19 4
Cattle	35 0 0
Total	£12,487 0 8

## GREAT WESTERN RAILWAY.

[Length of Line opened, 314 miles.]

Passengers for the week ending 15th March	£2035 2 6
Parcels and merchandise	334 10 2
Total returns for the week	£2369 12 8

## LONDON AND SOUTH-WESTERN RAILWAY.

[Length of Line opened, 58½ miles.]

Total receipts for passengers, parcels, &c., on this line for the week ending March 13	£2300 48. 5d.
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LONDON AND GREENWICH. [Length of Line, 2½ miles.]

Week ending 19th March.	£797 13s. 2d.
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LONDON AND CROYDON. [Length of Line, 10½ miles.]

Week ending 19th March.	£450 14s. 3d.
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THE MINING JOURNAL,  
Railway and Commercial Gazette.

LONDON, MARCH 21, 1840.

We did not expect otherwise than that our comments or remarks upon the reports of "public companies" would be unpalatable to some parties, but never did we conceive that the "boards of management" in London would have been the first to take umbrage, or to misconstrue the motives which actuated us in such a course. However, such is the case, and while we may regret, on the present occasion, being unable to furnish the reports of several companies, we shall endeavour, as they are "scrip" concerns, to borrow a certificate in the course of the ensuing week to qualify ourselves, and give in our next that publicity to the agents reports, which is the only safety-valve on which the shareholders can depend. We believe that the agents in Cornwall do not object—it is the London management; and the remarks of late, since our recent visit to the County, have led the latter to withhold reports, because that our comments were not simply confined to the working of the mine, but equally applied to the prodigal system of management.

The following communication, addressed us by one of our Sub's, to whom is intrusted the collecting of the various mining reports, will best explain our position—

"Memo for Mr. English, 20th March, 1840.

"Augustine Butt, within these last few weeks, since Mr. English has been appending remarks on mines, has been called to task by secretaries and proprietors of some of them as to Mr. E.'s reasons for his unwarrantable attack on their property, which they said he was not justified in, as he originally solicited copying the mining reports as a favour; they never asked or desired he should do so, because mining, being an uncertain speculation, was much liable to be injured by its fluctuating reports. The candour with which they were afforded, by mining captains exposing (particularly in those inserted in the Mining Journal) that there was no intention of collusion or observing mystery on the mines—that the directors, not Mr. E., were the best judges of a property in which they were all concerned—that the results of his own mines did not warrant him criticising others, which alarmed the shareholders, and deteriorated the property in the market, without any tangible case of fraud or improper management other than a sneer, or Mr. English's own private opinion; that if Mr. English was aware of any gross impropriety, they were

aware, as a journalist, he was bound to expose it; but if only some error in the management, why not correspond with the board, who would be happy to remedy it? Already have the whole of Mr. Stainsby's reports been denied. This week some shareholders at the 'Holmbush' have objected to the report being allowed to be taken, but which was not refused to me this week. The 'St. Hilary' and 'Tretol' have both complained, and say many shareholders have personally expressed to them, if the reports are discontinued, they will not take in the paper. The directors of companies would prefer appealing to the proprietors, and refusing the reports being officially copied, if Mr. E. perseveres in his notes."

Thus, we see that the directors of several companies have, through the medium of their official organs, denied us access to their mining reports, and have thereby precluded the absent shareholder from acquiring that information—to furnish which was, and ever has been, one of the first objects of the MINING JOURNAL. The directors have an undoubted right, if they, in their wisdom, think fit, to withhold the reports from us when applied for with the expressed object of giving publicity. But, we would ask, what opinions must, and will, the shareholders in the several concerns form, when they find that this denial on the part of their servants—their paid officers—arises simply from the circumstance that we have, forsooth, thought proper to append to the reports of the agents (and not to those of the directors, be it observed) such remarks as we felt it our duty to make, in justice, and in the endeavour to protect the shareholder.

We can well understand the letter of "R. G.," as to private reports which directors receive, and we fear that we have too long lent our columns to the made reports—which, while they have formed good advertisements for the companies, have, doubtless, tended to advance the interests of those gentlemen who evince so much tenderness when the truth is spoken.

We are again called upon this week to devote considerable space to the communications on subject of smelting, in doing which, from the importance of the subject, and the value of the information adduced, we have been compelled to exclude the letters of several correspondents, and much other interesting matter. We are well pleased that the question has excited so much interest, and elicited those detailed statements which must be useful to the miner, and may be said to comprehend all that can be given on a matter, which can, indeed, only be considered a speculative view of the case—so far as affects the real returning charges paid to the smelter, compared with the rate of charges actually incurred. On this point we apprehend that our readers generally, like our ourselves, will confess, after carefully perusing the various statements and estimates of our several correspondents, that they remain still unenlightened. Without commenting at length on the correspondence which, for many successive weeks, has appeared in the MINING JOURNAL, we believe it will be manifest that our object is alone to afford fair play in the discussion of the question at issue; but the pressure of other, and equally important interests, will compel us to require brevity in future communications, unless new matter be elicited.

We purpose taking a review of the statements put forward on both sides in an early, if not our next, Number; but, with so voluminous a correspondence as that which has appeared in our columns, it requires, more especially on the part of those not initiated in the "mysteries," more than a common perusal. We believe some of our correspondents, if not all, are actuated by honest motives and intentions, but we cannot disguise from ourselves, nor can our readers have failed to observe, that many deductions have been drawn, and arguments advanced, which have been under the influence and with the object of promoting particular interests. That the inquiry is calculated to advance the mining interest, no doubt is, we believe, entertained; and we have reason to know that measures are now being adopted, whereby the sale of ores from one, if not more, of the principal mines in Cornwall, will be withdrawn from the "ticketings." We must not, however, say further on the present occasion.

We find that the subject of the sulphur monopoly, to which our attention has been of late directed, has created a considerable sensation abroad; and, if report be true (for our information is derived from the continental press), the King of Sicily has already signed a decree for its abolition; and, further, that the Council of State is commissioned to determine on the sum to be awarded by the government to the company as a compensation. It is also said that the "emissary" from England will be warmly supported by the mine owners in Sicily, who find the proceedings of the company very oppressive, and who have, moreover, employed an advocate of their own. That the mine owners should not only feel interested, but well-disposed to lend their aid to destroying a monopoly so injurious to their interests, we can well imagine, and only trust that there is truth in the report. We must confess that to us the tidings appear to be too good to be true. That the Sicilian Government should make reparation for the past, or that they should give a compensation to the company, who are vested with legal powers, however they may be in direct contravention to the commercial treaty of 1816 with this kingdom, is too absurd, we fear, to allow us to place reliance upon.

In another part of our Journal we give insertion to an article, taking a view adverse to that which we have advocated; and we refer to it only that those of our readers who may be interested in the question may see the fallacy of the arguments adduced on the part of the monopolists. We are told that it is the object of parties here to turn "a question of private mercantile interest into a question of state." Surely the writer must forget that the treaty, so oft referred to, renders it a state question, and that it is a violation and breach of faith on the part of the government of Sicily, of which alone the British merchant or "the private mercantile interest" complains. We are again told that the threats of our government were "ridiculous," inasmuch that they required "that the agreement concluded between the King of the Two Sicilies and the 'French Sulphur Company' should be annulled;" but which, nevertheless, did not prevail "against the interests of Sicily and the good faith of a solemn contract."

We really cannot imagine any position more absurd than that propounded by the writer of the article in question, while he pro-

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seems to sneer at the notion of a prohibition duty being put on sulphur on the part of Great Britain, inquiring "how England is to do without the 37,000 tons of sulphur she annually imports from Sicily, or from what other quarter she is to procure this supply?" We could tell the writer, but time will tell tales, and the Sicilian Government may be compelled, ere long, from motives of policy, to do that which their principles of honesty do not dictate. We must, however, refer our readers to the paper, which carries with it its own refutation.

We refer our readers to the proceedings under the head of "Law Intelligence," having reference to the liability of shareholders in joint-stock companies. Several cases have lately been brought forward, the decisions on which are worthy of record, and we hope, on the return of a legal friend from the "circuit," to be able to give a series of papers on this subject, as well as other questions of legal inquiry, which may be considered useful as appertaining to joint-stock undertakings; while an abstract of the Stannary Laws, which we shall insert as soon as perfected, will render this department of the Journal, which is novel in its design, complete. We court the communications of those gentlemen whose vocations are such as to enable them to acquire the desired information.

#### THE FUNDS.—SATURDAY MORNING.

ENGLISH FUNDS.	
3 per Cent. Reduced, 91½	Bank Stock for Opening, 178
3 per Cent. Consols Ann., 91½	3 per Cent. Consols for Act., 91
3½ per Cent. Reduced Ann., 100½	Exchequer Bill, 18 16 pm.
New 3½ per Cent. Annuities, 99½	Ditto Small, 19 16 pm.
FOREIGN FUNDS.	
Portuguese, New, 5 per Cents, 34½	Russian Bonds, 5 per Cent., 112½
Ditto do, 24½	Mexican 5 per Cent., 185½, Def., 92
Spanish Bonds, 5 per Cent., 29½	Columbian, 1824, 6 per Cent., 24½
Ditto do, 1839, 21½	Dutch 2½ per Cent., 52½
Ditto Deferred, 14½	5 per Cent., 101½
SHARES.	
St. John del Rey, 2	London and Blackwall, 14½ 142 15
Cata Branca, 3	London and Croydon, 92
United Mexican, 34	York and North Midland, 50
London & Brighton Railway, 24½ 24½	London and South-Western, 41½
Great Western, 66½ 67½	Australasia Bank, 58
New ditto, 304 302	London & Westminster, 22½ 3
London & Birmingham, 155	Union Bank of London, 54½
Ditto 2 shares, 234	Union Bank of Australia, 254
Ditto New Shares, 43½	Colonial, 32½
North Midland, New, 164 174 18	National Prov. England, 35
London and Greenwich, 84	London Joint-Stock Company, 124

The general quarterly court of bank proprietors was held on Thursday, principally for the purpose of declaring a dividend, which was eventually fixed at 3½ per cent. The approaching inquiry into the system of banking and currency by a committee of Parliament appears to have excited the sort of interest which might have been anticipated among the holders of stock, and the attendance was more numerous than usual. Various questions were put as usual, some of them so framed as to preclude the possibility of answer almost, at least unless the directors had been prepared to travel into such a vast variety and complexity of figures and details as would soon have left them without an auditor. Of course, replies were necessarily vague. The most satisfactory fact announced, if an item so trivial could be so deemed, was an increase of 5000*l.* in the "rest," after payment of the dividends. This small increase, compared with the large augmentation of profitable discounts, would seem unaccountable upon any other footing than a balance of losses on the other side of the ledger; as, for example, in the exchange operations concerted with the Bank of France for procuring supplies of bullion, which must have been a costly business, but on which information was declined. The 2,000,000*l.* Exchequer Bills deposited with the Bank of France as collateral security remain there still, we suppose, and the fact may have exercised no inconsiderable influence over the late determination of the Chancellor of the Exchequer, when he raised the interest on those bills. Then, again, a deduction from Bank discount profits must be made, on the score of being compelled by contract to supply various country banks with money at 3 per cent. It is unfortunate that the directors do not, on these occasions, circulate a printed statement of affairs, for the information of the proprietors, like the Bank of France.

#### LATEST INTELLIGENCE.

TRURO, MARCH 19.—Average standard, 114*l.* 15*s.*—Average produce, 7*l.*—Average price, 5*l.* 5*s.* 6*d.*—Quantity of ore, 2447.—Quantity of fine copper, 173 tons 0 cwt.—Amount of money, 13,124*l.* 8*s.* 6*d.*—Average standard of last sale, 113*l.* 8*s.*—Produce, 7*l.*

LONDON, MARCH 20.—The copper market is not quite so firm. Other metals remain much the same—without animation.

PRICES OF SHARES IN LIVERPOOL.—Chester and Birkenhead Railway, 51*l.*; Chester and Crewe Junction, 43*l.*; Eastern Counties, 8*l.* 5*s.*; Glasgow, Paisley, and Greenock, 16*l.* 2*s.* 6*d.*; Grand Junction, 230*l.*; Great Western, new shares, 30*l.* 10*s.*; London and Birmingham, 153*l.* 10*s.*; ditto, new shares, 43*l.* 0*s.*; London and Brighton, 24*l.* 10*s.*—Fire and Life Assurance, 1*l.* 12*s.* 6*d.*; Liverpool Marine, 2*l.* 10*s.*—*Gore's Liverpool Advertiser.*

PRICES OF SHARES IN BIRMINGHAM.—Birmingham Bank, 23*l.*; Birmingham and Midland, 40*l.*; Commercial Bank of England, 3*l.* 15*s.*; Walsall and South Staffordshire, 5*l.* 10*s.*; Warwick and Leamington, 9*l.*—London and Birmingham Railway, 154*l.*; Birmingham and Gloucester, 64*l.*; London and South-Western, 42*l.*—Birmingham Gas Company, 96*l.*; Birmingham and Staffordshire Gas, 76*l.*—*Midland Counties Herald.*

LEAD.—The article of lead, the staple commodity of North Derbyshire, has at last put on an animated feature, and the trade begins to assume a brisk appearance.—*Birmingham Advertiser.*

JOINT-STOCK BANK COMMITTEE.—We are authorised to state that at a meeting of the committee of deputies from the Joint-Stock Bankers of England, Wales, and Ireland, which was held on Monday last, at the office of the Provincial Bank of Ireland, Broad-street, it was unanimously resolved that the interest of the note-issuing Joint-Stock Banks in England and Wales will not be sufficiently represented in the committee of inquiry about to be nominated by the Chancellor of the Exchequer in the House of Commons, and a letter was accordingly written to him by the direction of the committee of Joint-Stock Bankers, requesting that he would nominate Mr. Blewitt, M.P. for Monmouth, and Mr. Edmund Turner, M.P. for Truro, as two additional members of the said committee of inquiry.

CANAL TO UNITE THE GERMAN OCEAN WITH THE MEDITERRANEAN.—The project of the canal of the Pyrenees, to unite the German Ocean with the Mediterranean, has been discussed in the French Chamber of Deputies, as one of the greatest importance to the inhabitants of the southern departments. The general advantages of avoiding the passage through the Straits of Gibraltar, and of facilitating the communication between France and Spain, are dwelt on by the advocates for the completion of the canal, and there seems to be a feeling that the departments adjoining the Pyrenees have been too much neglected. The convenient retreat from Spain which such a canal would afford to an army is likewise brought forward. Petitions on the subject prayed a reference to the President of the Council and the Minister of Public Works, which the Chamber has decreed.

EXTRAORDINARY VIADUCT.—Workmen are now engaged in the erection of one of the most extraordinary iron viaducts connected with any railway, either finished or in the course of completion, in Great Britain. The viaduct in question will cross Fairfield-street, Manchester, on the Manchester and Birmingham line of railway. The weight of the iron consumed in this viaduct is 540 tons, and it is composed of six ribs of the span of 125 feet each. The viaduct is also very remarkable for its acute angle—each angle being 24½ deg.; the width of the street being only between yards, or forty-eight feet. Messrs. Bramah, of London, are understood to be the contractors.

#### IMPROVEMENT OF THE MAIL PACKET COMMUNICATION WITH THE PENINSULA AND MEDITERRANEAN.

A meeting of merchants and others who deemed it expedient to memorialise the government to adopt a plan by which an important acceleration of these mails might be effected, was held at the London Tavern, on Wednesday, the 18th inst.

G. R. ROBINSON, Esq. (Chairman of Lloyd's), in the chair.

The CHAIRMAN said, that having been called on to preside on the present occasion, it was his duty to state, that the subject on which they had met had been taken up by many highly influential men in the city, considering that the present mode of conveying the mails to those parts was susceptible of great improvement—and the question to be considered was, the best mode to be adopted. He was happy to see a meeting composed of gentlemen of so much influence in society as he saw around him; and he felt no doubt that the feeling was unanimous that some change for the better might be effected, and he hoped that some gentlemen present would come forward with a proposition on the subject, without being particular as to localities, but take an extensive and liberal view of the case.

G. H. FOSTER, Esq. wished to call the attention of the meeting to the present system of dispatching the mails, as it was evident that much delay was occasioned. By changing the mail station from Falmouth to Southampton or Portsmouth, great facility would be afforded by the South-Western Railway, which so shortened the communication between those ports and London. He could mention that, on more than one occasion during the past year, the mail packet had arrived off Falmouth, and the letters were not dispatched until the following day. By the removal to Southampton or Portsmouth the mails might be dispatched to and from London, at present, in five hours, and, on completion of the railway, in three hours and a half; and a difference of one week would thus be made in the transmission of a letter and a reply to the Peninsula and Mediterranean ports.

Mr. STROKS entirely concurred in what had been observed on this occasion, and was satisfied the change proposed would be highly advantageous to the commercial world, particularly to those gentlemen connected with the Peninsula and Mediterranean; he then read the following

#### MEMORIAL.

To the Right Honourable the Lords Commissioners of her Majesty's Treasury. The memorial of the undersigned merchants of London, and others interested in the mail communication with the Peninsula and Mediterranean, agreed to at a public meeting held at the London Tavern, on Wednesday, the 18th March, 1841. Sheweth, That the present arrangements for the transmission of mails between this country and the Peninsula and Mediterranean ports, although greatly superior to those which previously existed, are still susceptible of very important practical improvement.

That much delay now occurs from the usual time of arrival of the contract steam-packets at Falmouth and the delivery of the letters in London, and also, though not in an equal degree, between the time of the mails being made up at the General Post-office and their embarkation in the packets.

That your memorialists respectfully represent that a considerable portion of this delay might be obviated if the mails were landed and embarked at Southampton or Portsmouth, instead of at Falmouth.

In support of this representation your memorialists beg leave to submit the following facts and estimates.

If the contract mails were dispatched from London on Saturday afternoon, or such other day as might be more convenient, at, say three o'clock p.m., they would arrive at Southampton or Portsmouth, in the present state of the roads, about nine p.m., or when the railway is complete about seven p.m.; consequently, they might be embarked, and the vessel proceed to sea, the same evening, estimating, from the usual performance of these steam-vessels, and allowing for the difference of distance of the sea passage to and from Southampton or Portsmouth as compared with Falmouth, the vessels, if dispatched on the Saturday evenings, would enable the steamers with the return mails to arrive in ordinary circumstances at Southampton or Portsmouth on Friday mornings. Time would, therefore, be afforded for replying to communications of importance by the outward bound packet of that week, and, consequently, an acceleration of a week, as compared with the present arrangements, would be gained in the course of a post to and from London and the Peninsula and Mediterranean ports.

Your memorialists pray your Lordships to take these facts into consideration, and to adopt, with as little delay as possible, the necessary means for carrying into effect an improvement which must be admitted to be of considerable importance to the wealth, commerce, and public interests in general of this country.

He observed, that there was no wish on the part of the gentlemen who had proposed the present change to show any favouritism to any particular port; there could be no doubt that, from the proposed change, Falmouth would be a sufferer; the people of Cornwall were in expectation of a proposal of this description, and it was the general feeling that, unless the proposed railway through Cornwall was carried into effect, Falmouth would be neglected; the proposed change must be productive of great benefit, in a general view.

[For resolutions, see our advertising columns].

A GENTLEMAN said, that, as a report had gone abroad that this meeting had been got up by parties in opposition to the Peninsular Steam Navigation Company, he could not let the present opportunity pass without distinctly contradicting such report, and bearing his testimony to the important advantages which had arisen from the weekly communications which had been effected by the establishment of that company, and the public were indebted for that well-directed enterprise to the energies of its proprietors, who were consenting parties to the steps which they had this day met to take.

Thanks having been voted to the chairman, he, in reply, said it was certainly most gratifying to find in a body, consisting of so many influential gentlemen, such perfect unanimity on a subject of such importance; he was, however, not surprised at it—selfish considerations were out of the question, and, as a body of British merchants, their endeavours were for the benefit of the public. He trusted no feelings would be shown as to any rivalry between one or other of the ports mentioned, but that the government would look impartially to the subject, and do the best for the public. The meeting then broke up.

#### ORIGINAL CORRESPONDENCE.

##### TRETOIL MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In your Journal of last Saturday you state that you must decline inserting any further letters respecting the management of the Tretoil mine. I do not, therefore, know whether you will give insertion to the present, but I trust to your liberality, in case that the directors of that mine may not themselves come forward and state who they are, and at once allay the anxiety of the shareholders on the subject of their respectability. I have been endeavouring to find out what profession Mr. Simpson is—the Jamaica Coffee-house being that gentleman's place of business, and all I can learn is, that a gentleman of that name is a shareholder, and is well known in the *Alley*. Now, Sir, however respectable he may be in his private capacity, is this gentleman, I would ask, a proper person to be the director of a company? and, further, is Mr. Heppell aware of the nature of the dealings of his colleagues? I would also ask that gentleman whether the correspondence, minutes, accounts, and reports are entered and correctly kept, and whether any adventurer can have access to them; and whether any rules or regulations have been adopted and carried out? At the same time I should like to know from the other directors whether *private* letters are not received by them from the mine; and in such case, whether those private letters are agreeable to or at variance with those as reported in your Journal? If all these questions are not answered in your next Number, let the shareholders call a general meeting, and act for themselves.

Of Mr. Knapp I shall say nothing, you having sufficiently warned the shareholders of his transactions with the West Cork, &c. I should have thought he would have had the delicacy to send in his resignation before this; but he appears to be a tough bird, and will bear popping at. Hoping this letter will have the desired effect,

I am, Mr. Editor, yours,

R. G.

London, March 20.

[It certainly was not our intention to have inserted any further communications with reference to this company, except by way of explanation; but, in the absence of any reply from the directors—who, we feel, are bound to notice the letters which have appeared in our columns, and which we know that they have seen, and commented upon—we insert that of "R. G." as to the Rev. Mr. Knapp, we believe, or at least we have been informed, that his "living" yields but a small income. This may be a subject of regret with his friends, but we believe he is also a sub-dean of St. Paul's. If, however, he be more competent for the management of mines than for the "care of souls," and if that he can earn more the one way than the other—if "Jure" be his object, then let him apply to the bishop of his diocese, and make room for those who will be content to confine themselves to the duties of their sacred office, and not mix themselves up, as the rev. gentleman has done, with "Pike" and other loose fish. With this letter we must conclude our notice of the affairs of the company, except by way of advertisement. Mr. Simpson must slumber a something; Mr. Mound must, we

think, slumber a step; Mr. Heppell, who seems looked up to, owes something to the shareholders, but more to himself; and as to the Rev. Mr. Knapp, he has "sapped" it, and there we leave him. If that private letter be transmitted from the mine, the object of which it is unnecessary for us to explain, while jobbers in shares are in the direction (as to the effect which may be produced on the market), we should say the sooner the agent is removed, if not the directors, the better. We remember that in the instance of the United Mexican Mining Association, of which the late hon. member for St. Albans was a director, and who was also a member of the Stock Exchange, the shares fluctuated considerably, and with peculiar advantage to certain parties who had access to early information. In that case, however, we believe there were no private communications; and we hope, in the present, that our correspondent is in error.]

#### TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Your Journal, to which I have been a subscriber for some time past, in the last Number informs that I am the Mr. Simpson who is a director of the "Tretoil Mining Company." As this may be calculated to injure me—not as regards the concern, which, for aught I know, is good enough—but as being the identical person who holds that office, and who you seem to scoff at, I beg you will, in your next Number, deny that I am in any way a director or shareholder connected with the company.

I am, Sir, yours, respectfully,

T. SIMPSON.

Simpson's Chop House, March 16.

[We did not intend for a moment to impute to the writer of the above letter anything which could reflect on his character, which we believe to be highly respectable, as we said on the occasion. Indeed, the observation was made in joke, as we think our correspondent would have seen, on a second perusal. The letter of "R. G." on subject of this company, is deserving of notice.—Ed. M. J.]

#### MINERS' SMELTING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Your correspondents, "A Miner" and "R. W.," are at variance on all points except one, and that is a disposition to mislead. "A Miner," in my opinion, is, or has been, a smelter. "R. W.," I think, is neither a miner or a smelter. All that the latter has said in your last week's Journal might have been equally usefully said in the hundredth part of the space it occupied. He states 451,211 tons of ore to have been sold during the years 1837, 1838, and 1839, and gives an average produce of 7½*l.* and an average standard of 108*l.* 10*s.*; quantity of copper contained therein 35,208 tons, and amount of sale 2,579,865*l.* He further states the average price of cake copper, during the same period, to have been 91*l.* 17*s.*; and he makes it appear, by calculation, that the difference between the buying price of the ore and the selling price of copper is 653,990*l.*, "which, divided over 451,211 tons of copper ore, will amount to barely 29*s.* per ton." "R. W." goes on to ask—"What will 'A Miner' say to this? Can he disprove its correctness? Will he attempt to do so? If he does, it must be done by figures, and his data must be well authenticated, or I shall not notice his attempt." I am not the "Miner" in question, but I am a shareholder in mines, though not your Camberwell correspondent—but, perhaps, "A Miner" will not be offended if I accept "R. W.'s" challenge.

First, then, 451,211 tons of ore, of the average produce of 7½ per cent., give tons of copper 35,250. It is admitted that the ore give a surplus over the assays, including the 21 cwt. to the ton, of 8 per cent., 2820.—Total, 38,070 tons—which quantity, sold at the price quoted by "R. W.," gives 3,496,730*l.*; cost of 451,211 tons of ore, as stated, 2,579,865*l.*—thus leaving to the smelter 916,865*l.*, in place of 653,990*l.*, and "which, divided over 451,211 tons of ore," will amount to more than 40*s.* per ton of ore, in lieu of being below 29*s.* per ton.

Now, a word to "A Miner," in explanation of the charge made against him. He has formed his estimates of the smelters' profits upon a standard of 105*l.* for a produce of 8 per cent., when, in reality, the standard at that period was nearly 115*l.* for a produce of 8 per cent., and if that standard had continued, taking into consideration the present price of cake copper in the market, the miner would have no just cause to complain. Had "A Miner's" object been to promote the miners' interest rather than to assail the smelters, he might have alluded to the present mode of selling ores by public ticketing; there is no doubt that mode places the miner at the mercy of the smelter. Much stress is laid by "R. W." on the competition of the smelters, as insuring a fair price to the miner; but the great question is, is that alleged competition a sufficient protection to the miner?—I think not. I remain, yours, &c.

FAIR PLAY.

[We thank our correspondent for his letter, and his consideration in rendering his remarks so brief. We have made some observations in another place, and hope in future that our other correspondents will follow "Fair Play's" example, and give fair play to other interests, which have equally a claim on our columns.]

#### TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I cannot but congratulate those of your readers who take any interest in the copper smelting question, upon the possession of the truly valuable and temperate letter of "R. W." (inserted in the Supplemental Number of the *Mining Journal* of Saturday last), upon which I beg permission to offer one or two brief remarks.

The simple point to be decided is, whether the miner receives from the smelter a fair price for his copper ore, reference being made to the market price of cake copper at the time of sale? With the hope of rendering the discussion less caustic and personal than it threatened to become, I adduced two specific cases of recent sales at Swansea—a candid explanation of which would tend very much to the settlement of the entire question. I am glad to find that I was not wrong in supposing "R. W." to be at once able and willing to supply the required information; and though he has kindly answered my question relating to the poorer copper ores of this country, he has left me to apply the same principles to the rich foreign ores of Cuba, Chili, &c. My first question was founded on the sale of a parcel of Ballynaghore ore, the produce of which was 4, at a standard of 127, producing 2*l.* 16*s.* 6*d.* per ton; and the calculation, founded on "R. W.'s" explanations respecting it, is as follows:—

PRICES OF SMELTERS.	
1st. Difference between 45 <i>l.</i> per ton allowed by the miner as returning charges, and 29 <i>s.</i> per ton expended by the smelter—say 25 <i>s.</i> per ton on twenty-five tons . . . . .	£ 12 10 0
2d. Extra weight of ore—8 per cent. on 2 <i>l.</i> 16 <i>s.</i> 6 <i>d.</i> per ton . . . . .	3 10 0
3d. Surplus copper—4 per cent. . . . .	3 10 0—25 4 1
Actual value to the smelter . . . . .	£ 134 4 1
"Standard," or price at which the ore was purchased . . . . .	137 0 0
Total allowance to smelter on twenty-five tons of poor ore . . . . .	£ 7 4 1
Being on one ton . . . . .	5 9 9

We will now adopt a similar calculation upon the second case which I adduced, viz.—that of rich Santiago ore, the produce of which was 25½, the standard 97½, and the price 22*l.* 8*s.* I may just premise that I shall take the returning charges as before, although, as the foreign ores are delivered at Swansea, free of expense to the smelter, I consider that the greater part, if not the whole, of the 45*s.* per ton allowed under this head is a profit to the smelter.

PRICES OF SMELTERS.	
1st. Returning charges, 25 <i>s.</i> per ton, on four tons . . . . .	£ 4 10 0
2d. Extra weight of ore—8 per cent. . . . .	4 9 2
3d. Surplus copper—4 per cent. . . . .	3 10 0—19 9 0
Actual value to the smelter . . . . .	£ 111 0 0
"Standard," or price at which the ore was purchased . . . . .	97 10 0
Total allowance to smelter on four tons of rich ore . . . . .	£ 13 10 0
Being on one ton . . . . .	3 7 5

From the above it appears, that while the smelter is satisfied with an allowance of 5*s.* 9*d.* per ton for smelting British ores, he requires no less than 3*l.* 7*s.* 6*d.* on every ton of rich foreign ores imported into this country; no wonder, therefore, that parties so deeply interested as the Cobres and Santiago Companies should unite in forming a committee of inquiry into this subject. I now leave it to the smelters either to disprove the above statement, or to show that the extra expenses incurred in smelting rich ores, are so considerable as to render the allowance made by the foreign miner neither excessive or unjust.

I am, Sir, your obedient servant,

Camberwell, March 17.

[We are afraid that the smelters will not attempt to disprove the statement of "G. G." It will not suit their views—their interests and their object being rather to allow the mines and mining adventurers to remain in the dark.]



## MINERS' SMELTING COMPANY.

NEW BALANCE-SHEET, WITH AND WITHOUT DUST, COMPARED.  
TO THE EDITOR OF THE MINING JOURNAL.

SIR,—“R. W.” complains that I have treated those who differ from myself as “being beneath my notice,” whereas the reverse is the fact, not only according to my known habits, but as regards the case in point, having endeavoured, at a great sacrifice of time, labour, and convenience, to pay every attention and respect to those who have hitherto taken the field against me, and none more so than to himself.

It is true that he commenced by throwing stones, and rather hard ones too, in the postscript of his first letter, and therefore must expect, particularly in the present case, to meet with “returning charges.” But when I applied the remark of “much ado about nothing,” I ought to have added, only as far as the profit represented by myself from first to last, was not reduced a single farthing by it, or by any other, before or since, including the last attempt, though occupying nearly 1600 lines; yet, in other respects, both the first and second letters, nearly 1600 lines in all, afford much valuable statistical information, and are no mean proofs of ability and industry; at the same time, I must do justice to others, if not to myself, and while “R. W.” spares no pains to take away the credit I am desirous to establish for the benefit of the mining interests, I will do what I can to add to it, even if it be done at the expense of his own figures, with or without his authority.

If any one, possessing the knowledge and experience of “R. W.,” had been specially engaged to get up a case, expressly for the purpose of deterring others from having anything to do with copper smelting, his letter, without the following remarks, is admirably calculated to produce such an effect; but I trust the result will establish a case *prima facie* more in favour of taking up the smelting of copper ores than abandoning altogether such an operation.

“R. W.” asks, if 31s. per ton of ore be necessary for smelting expenses, how is it made out that the whole of the returning charge is a “sacrifice”? The plain answer is, if the miner gets only 51. 13s. for ores worth 51. 8s. per ton, he does “sacrifice” the difference in his character as a miner—being 55s. per ton; but “R. W.” cannot understand how the word “sacrifice” can be applicable to the 31s.—certainly not, it applies only to the mining operation. I wish “R. W.” would not descend to trifling of this sort, but go at once to the balance-sheet.

The next inquiry is, how it is made out that 31s. per ton will cover, on the proposed plan of a “Free Miners’ Smelting Establishment,” all the expenses intended to be met by the 55s. per ton—thus saving the miner, on 40,000 tons of ore, 48,000l. per annum? The answer to this is—that the passage is wrongly worded—“smelting expenses” ought to have been “returning charges”;—then as follows:—“To meet, among other expenses, those for smelting, which latter may be covered on the plan proposed for 31s. per ton—thus leaving 48,000l. to provide for any additional cost.”

“R. W.” then requests particular attention to the following statement, made by myself in your Journal of the 23d ult.:—“The total cost, exclusive of copper ores, and allowing for contingencies 1306l., is 85,679l., being exactly 21. 10d. per ton of ore, which is not more than the whole of the proceeds admitted by ‘R. W.’ to be realised by the smelter in the metal market.” “R. W.” replies:—“I do not understand the last sentence, as I am not aware of having made any admission of the kind. It is true, ‘R. W.’ does not use the precise terms—‘not more than the whole of the proceeds’ to be realised by the smelter in the metal market, but he means the same thing, or I am mistaken. Why, then, make mountains of molehills, instead of going at once to the balance-sheet?” “R. W.” then adds, that, “according to his own statement (‘A Miner’), the cost of carriage, freight, rent, smelting, and other charges, including interest on capital, is 21. 2s. 10d. per ton of ore,” whereas my words are—“the total cost, exclusive of copper ores, and allowing for contingencies;” but in defining the total cost to make up 85,679l., being 21. 10d. per ton, nothing whatever is said about “other charges, including interest on capital.” The 85,679l., however, according to the figures given in the table by myself, should be 84,321l., being about 21. 2s. 10d., instead of 21. 2s. 10d. per ton of ore. This error arises on my part from an over-desire not to make my own case better than it should be, by having charged 1306l. for contingencies twice over, which “R. W.” omits to discover, but is very little more than a third of one of “R. W.’s” similar transgressions, so that, on the balance of this charge, requiring such particular attention, I am more than even with my opponent.

The next charge is, that of misquoting “F.” in your Journal of the 15th ult.:—“F.” states that the arrangement with the East India Company continued from 1800 to 1820, while I have it from 1800 to 1824, and that “F.” said nothing about twelve months credit being part of the conditions of the bargain.” On referring to the Journal, it will be seen I do state from 1800 to 1824, and that I do identify the twelve months credit as being part of the consideration of the bargain. But what a force, to make even this a bone of contention, when it is clear as the sun at noon day that twelve months was the condition for purchasing the copper at 21. under the standard, averaging 117l. from 1800 to 1824; besides, had “R. W.” paid more attention to the remarks of “F.” he must have seen I was led into the mistake from 1800 to 1824, by his observing, “that in the years 1824-5 the East India Company declined their annual purchases;” again, “so that the miner is now obtaining for his ores 18 per cent. more than he was in the years 1800-24.” If the case admitted by “R. W.” is to deter capitalists from going into the copper smelting trade, by such flimsy and paltry attempts to break down confidence in my statements, he never can expect success, so long as men have eyes to read, and minds to understand the scope and policy of such a proceeding.

When, however, fault was found with me for thus having misquoted “F.” in an slight degree, as additional ground for detaching confidence from my statements, “R. W.” was, doubtless, not aware that I should so closely introduce a specimen of his own backsliding in the same way; but I am not so uncharitable to suppose that it was more intentional on his part than the instance he records, for want of better materials, against myself. I allude to the passage which he attacks in my letter given in your Journal of the 14th ult., wherein I state, that the standard of copper averaged during thirty-eight years 190l., in order to show that in having adopted a standard of 100l., in the absence of data for the former, in the original balance-sheet, it was taking an unfair advantage of the smelter. Nevertheless, “R. W.” is unable to “comprehend how a comparison of the value of a ton of ore, at a standard of 190l., and produce 8 per cent., with that of a ton of ore of the same produce, but at the standard of 100l., can prove that the miner is deprived of his just rights,” though the value of the ore in the former case is 40. 17s. per ton, and in the latter only 51. 13s.—being 24s. per ton less; but not one syllable is said by myself about “depriving the miner of his just rights”—that is a gratuitous assertion, lugged in for no other purpose than to excite additional prejudice to my statements.

It happens that, towards the end of the same paragraph, “R. W.” falls into the very error which he so formally brings against myself, but one much more serious, for, by misquoting my figures, he makes me appear guilty of miscalculation; his words are, “‘A Miner’ has chosen to notice the standard of the last twenty-eight years, which, however, did not exceed an average of 116l., thus dropping ten years out of my statement of thirty-eight years, to prove an error only committed by himself. Now, really, ‘I wish ‘R. W.’ would be a little more attentive to his readings and replies.”

I have now to call particular attention to the following statements, Nos. 1, 2, and 3—the two former by “R. W.”—as the remarks appended to No. 3 may possibly induce that gentleman to throw such light upon the profit and loss question as to bring the point at issue to a speedy and satisfactory adjustment.

## NO. 1, PER “R. W.”—JOURNAL, FEB. 15.

Profit by difference of buying and selling, for smelting expenses, as per Table below, per ton of ore	£10 8
Profit by surplus copper, according to “R. W.’s” statement, per ton of ore	£10 11
Balance of profit—being the last square	£1 1

## NO. 2, PER “R. W.”—JOURNAL, MARCH 14.

Smelting expenses, according to “A Miner’s” statement, per ton of ore	£11 0
Freight, insurance, and expenses to market	£2 0
Balance of profit, including 3 per cent. surplus copper, 2996l. 12s.	£1 8
portion of ore	£1 1
£ allowed 4 per cent. surplus copper, though not being free from the furnace, there is 4 per cent. to add per ton of ore	£1 7
Extra weight of ore, I calculate at per ton of ore	£0 6
Total	£21 11

“R. W.” says this (21. 11s.) “is the very utmost that the smelter gets upon every ton of ore to remunerate him for smelting charges, including every expense of carriage, freight, &c., and for expenses of sale, interest, risk, and every other contingency; and I cannot conceive he receives as much, because there must be waste on the ores.” Now, at the first blush of No. 2, as compared with No. 1, it will be seen that my prediction as to the “sowing out” is verified in the extent of only 1d. per ton. Yet, in order to get hold of these four farthings, “R. W.” first borrows my statement in order of using his own—thus gaining 2d. by the exchange; then he turns two items in No. 1, making 12s. 5d. per ton, into four items in No. 2, making 10s. 11d. per ton, having allowed 5s. in one of the last items in No. 1, nearly 20 per cent., at 3100l. per annum on 40,000 tons of ore; however, look or by whom, here is, once enough, with my assistance, 1d. more. In order, therefore, to render this branch of the case still more intelligible, I will give another view of the subject.

## NO. 3.—SMELTER.

Profit by difference of buying and selling for smelting expenses, as per Table below, per ton of ore	£10 8
Profit by surplus copper, according to “R. W.’s” statement, per ton of ore	£10 11
Balance of profit—being the last square	£1 1

Total, as per “R. W.’s” statement

Balance remaining to be accounted for

Total allowed by “A Miner,” as returning charges

“R. W.” admits that, besides the above 42s. 11d. per ton of ore—which is the utmost he can squeeze out—there are some odds and ends to be accounted for, to make up the amount allowed under the head of “returning charges,” or to meet expenses intended to be covered by the latter in 55s.; which 12s. 1d., on 40,000 tons of ore, in round numbers, is equal to 24,166l., and this added to the balance exhibited in the new balance-sheet, without dust, viz., 15,553l., will be 39,719l., or about 39½ per cent. on a capital of 100,000l.—which will be more than enough for a “Free Miners’ Smelting Establishment.” Will “R. W.”—who is professionally not a smelter, nor connected with the trade, but desirous to see a new smelting company, with adequate capital, in the market—oblige us by saying in his next, what becomes of the difference between 42s. 11d. and 55s. per ton—that is, 24,166l.—or what does he consider a fair allowance for waste, evaporation, bad debts, &c., as even the surplus, in addition to more than 15 per cent. in the new balance-sheet, would constitute a liberal bonus to all who may be concerned in the proposed undertaking.

To prove, also, that “R. W.” cannot depend at all times on the basis of his own calculations, it will be seen that, after proving by one sample of ores purchased, that the difference between buying and selling was 30s. 5d. per ton of ore, he found, on taking the average for three years of the whole produce in Cornwall, that the difference was only 29s. per ton of ore; so that “R. W.” is not insensible to the benefit of deeper research, and deems it not absolutely dishonest to avail himself of it. The average produce of these three years, 1837, 1838, and 1839, is represented to be 7½ per cent., standard 100l. 10s. (or produce 8—107½), price of copper 91l. 17s. per ton.

“Here then,” says “R. W.,” “is data that I will defy ‘A Miner’ to disprove; and, with all his ingenuity in the use of figures, I will challenge him to point out any error of importance.” In fact, he is vastly pleased with this statement—thinks it “very clever,” and asks “What will ‘A Miner’ say to this? Can he disprove its correctness? If he does, it must be by figures, and his data must be well authenticated, or I shall not notice his attempts. I have given him chapter and verse for his information, and have afforded him the means of inquiring into the correctness of my results, and a mere denial of their correctness, or a mere question, ‘Can any one believe so and so?’ is not the kind of denial that will satisfy me, or, I presume, any other person,” &c.

Now, all this is very fine, but as he omits to give us any but his own authority for his average of three years, save your own Journal, for the price of copper, I hope “R. W.” will not deem it presumptuous on my part, or say that I treat him as a “being beneath my notice,” if I venture to take up the gauntlet, at least so far as to prove that there are other and known authorities that differ with him considerably in his figures; and, in order that he may have the difference more fully before him, I will furnish a table, showing the average of ten instead of three years, founded on data taken from the fourth volume of “Geological Transactions,” and “Grylls’ Mining Reports,” sanctioned and adopted by the Royal Cornwall Polytechnic Society, and given in the Sixth Annual Report of the latter, p. 138, although the standard stated by Grylls for 1837, at 120l., is evidently incorrect. However, to cut the matter short, as well as to avoid further cavil, the new balance-sheet, without dust, shall be founded on “R. W.’s” average for three years—his own figures will answer my purpose, and be more satisfactory to himself.

TABLE SHOWING THE PARTICULARS OF THE PRODUCE OF THE MINES IN CORNWALL FOR TEN YEARS.—See “Sixth Annual Report of the Royal Cornwall Polytechnic Society,” p. 138, with “R. W.’s” statement for 1839.

Years.	Tons ore.	Prod.	Price p. ton.	Price copper.	Value.	Stand.
1830	135,665	8	5 15 6	10,890	784,000	106
1831	146,502	8½	5 11 6	12,218	817,740	100
1832	139,057	8½	6 0 0	12,099	835,812	101
1833	138,300	8	6 1 6	11,185	858,708	110
1834	143,296	7½	6 4 0	11,225	887,902	114
1835	150,617	8½	5 18 6	12,271	896,402	107
1836	140,981	8½	6 17 0	11,639	957,752	116
1837	140,753	7½	6 9 0	10,832	908,613	120
1838	145,688	7½	5 17 6	11,527	857,790	109
1839	157,866	7½	5 9 6	12,106	870,020	107
Total	1,438,725	80½	60 4 0	115,992	8,674,729	1090
Average	143,872½	8	6 0 4½	11,599½	867,473	109

\* From “Geological Transactions of Cornwall,” vol. iv.  
† Probably the whole quantity raised in this county may be 1500 tons of ore more than here represented.—Grylls’ Mining Reports.

The difference between the value of the ores purchased, and metal sold, is as under—

Copper, 115,992 tons, at 91l. 17s. per ton, or 15l. 3s. under the standard, is	£10,885,850
Copper ores, 1,438,725 tons, as per table	8,674,729

Difference between the buying and selling price, £2,211,121 which difference is realised by the smelter to cover returning charges, interest of money, profit, &c.; and which, divided over 1,438,725 tons of ore, will be 30s. 5d. per ton, instead of 29s. per ton, on the average taken by “R. W.”—thus bringing the figures within only 3d. per ton of his own statement, for which he ought to return me many thanks.

As regards the argumentative part of “R. W.’s” case, were I to take upon myself the task of reply, I might be able to convince even himself that he is wrong in many respects, while his accuracy in others should be admitted. But this would occupy another 1200 lines, and put you, Mr. Editor, to great additional expense, besides inflicting a heavy tax on the patience of your readers, who must ere this be almost sick of the subject.

Enough has been said, in the shape of attack and defence, having but little or nothing to do with the main point at issue, viz.—to settle between us the right kind of balance-sheet. Yet, when I stated in your Journal of the 23d ult., that the profit of 8 per cent. (represented by myself) had been increased to 17½ per cent., under the enlightened authority of “R. W.” I had no idea that a gentleman like himself, of thirty years’ experience, would so furiously turn round, and ask—“What opinion is to be formed of a man who will make such a use of a calculation as I had done of his own, and to state that I had his authority for it?” Will “R. W.” say who I could name if I did not give himself the credit of a discovery which added so considerably to the profit of the whole operation? “He has told us,” says “R. W.” that “his balance-sheet was founded upon correct data, from the best authorities—that this was either correct or not; if correct, the 3 per cent. taken credit for, as the quantity of surplus copper, must be all that the smelter gets;” “where then,” he adds, “is the honesty of adding 5 per cent. from a calculation of his to ‘R. W.’s 3 per cent.?” If, however, 5 per cent. be the proper quantity, what becomes of “A Miner’s” balance-sheet, founded upon such authority as he boasts?”

Now, the fact is, every one who has read the letters published by myself, must know that, although I have stated that the balance-sheet was founded upon the best data I could get access to, I have over and over again proposed to submit nothing more than an estimate for others to correct; “surely, then, I may with as much propriety turn round, and ask ‘R. W.’ what must be thought of the man,” who would deny his authority for revealing a large additional profit, or, where the honesty of concealing it, to the detriment of those who might want a large share of it to indemnify them against losses from waste, evaporation, bad debts, &c., before they can make up their minds to engage in copper smelting?”

“R. W.” having thus brought me almost to condign punishment, for having presumed to publish his authority for such an additional attraction to the profits of copper smelting, I must in future publish any new edition of the balance-sheet without his authority. First, however, let us examine fairly his own version of one 100th of the dust, and then contrast it with another without the dust, and in both cases not forgetting “errors excepted.”

I will now give “A Miner,” says “R. W.,” “a balance-sheet for his personal, and will take his own foundation for it—that is, the profit on smelting 40,000 tons of copper ores, at a produce of 8, and the price of copper at 91l. 17s. (which he calls my foundation, instead of 94l.), not a ‘presumed’ data, but I will take them as I find them, incontrovertibly established upon the average of the last three years, which also shows an average produce of 7½ per cent. for copper, at a standard of 100l., which is equal to a standard of 107½, at a produce of 8 (which he calls my foundation, instead of 105½), and which, deducting 21. 15s. per ton for returning charges, will bring

“R. W.” says this (21. 15s.) “is the very utmost that the smelter gets upon every ton of ore to remunerate him for smelting charges, including every expense of carriage, freight, &c., and for expenses of sale, interest, risk, and every other contingency; and I cannot conceive he receives as much, because there must be waste on the ores.” Now, at the first blush of No. 2, as compared with No. 1, it will be seen that my prediction as to the “sowing out” is verified in the extent of only 1d. per ton. Yet, in order to get hold of these four farthings, “R. W.” first borrows my statement in order of using his own—thus gaining 2d. by the exchange; then he turns two items in No. 1, making 12s. 5d. per ton, into four items in No. 2, making 10s. 11d. per ton, having allowed 5s. in one of the last items in No. 1, nearly 20 per cent., at 3100l. per annum on 40,000 tons of ore; however, look or by whom, here is, once enough, with my assistance, 1d. more. In order, therefore, to render this branch of the case still more intelligible, I will give another view of the subject.

21. 16s.” (which he also calls my foundation, instead of 21. 12s.) This document, by way of distinction from the one I mean to conclude with, I will take the liberty of heading—

Dr. NEW BALANCE-SHEET, WITH DUST, BY “R. W.”	
40,000 tons of copper ores, at 51. 16s. per ton	£208,000
Smelting cost in Wales and Cornwall, 31s. per ton	62,000
Freight, insurance, and expenses to market on 3200 tons of copper, at 39s. per ton	5,760
Total	£275,760

Cr. 3200 tons of cake copper, at 91l. 17s. per ton, including 3 per cent. surplus, according to “A Miner’s” statement

Total, according to “R. W.’s” statement

being less than 2 per cent., on a capital of 150,000!!!

“R. W.” being aware that such a result would look not a little suspicious in the teeth of other legitimate “sources of profit,” carefully kept out of sight, introduces a “saving clause,” by observing:—“I may be asked whether I believe that the foregoing balance of 2996l. 12s. is the whole amount of profit that is realised by the smelter, upon the process of converting 40,000 tons of ore into copper? My reply is, I do not believe any such thing, because it would not remunerate the smelter for the whole cost incurred by him on the sale of the copper, leaving out of the question interest on capital employed, and profit upon that capital.” Then he alludes to what he stated in his previous letter as to profit by overweight of ores and surplus copper, being at the rate of 12s. 5d. per ton, but since reduced, in another edition, to 10s. 11d. per ton—which, on 40,000 tons of copper ore, is equal to 21,330l. on cake and manufactured copper; and as 9440l. of this amount is credited, it may be asked why “R. W.” concocted such a balance-sheet in the absence of 12,390l., or without including all the credit he knew belonged to it? or why he preferred showing a profit of 2 per cent., and *prima facie* under my authority, having the words “according to ‘A Miner’s’ statement” appended, when he knew he could represent four, if not five times as much profit? On the other hand, if the statement was not made out to deter others from going into the copper trade, which “R. W.” professes rather to deter than prevent, he will, doubtless, praise us for being the first to bring before their eyes the other balance-sheet, without any portion of similar dust in it.

Besides, if “R. W.” be sincere in wishing to see another company in the market, with adequate capital, why does he so stoutly contend that there is a sufficiency of “smelting power,” without troubling new comers to take advantage of the old ones, by adopting, “in new works, more approved principles of copper smelting,” although others take a very different view of the subject, who must know much more about it than one who professes not to be a smelter, and to have no connection with the trade; for one of the most experienced and wealthy smelters has publicly declared his conviction, that the present “smelting power” is not sufficient—on the contrary, so great is the want of new works, that he would smelt more ores if he had the means of doing so advantageously; yet says “R. W.”—“not smelting power—fudge.” Has he really no friends in the trade to whom he might submit his fudges before he printed them? But no doubt he was much excited by reading somewhere the following lines:—

Go forth brave champion—prove with longer tools,  
That all good smelters are the greatest fools;  
Fudge, for opinions, and to show thy strength,  
If wit be brevity, say what is length?

“R. W.” having thus “fudged” away the new works, then denounces the scheme of a “Free Miners’ Smelting Establishment” as wild, visionary, and rotten at the foundation—with how much truth the sequel will explain. As regards myself, I am accused of wishing to take a lead in the formation of a company, which he would be so glad to see established, although I beg to assure him that I shall have nothing whatever to do with it, having other fish more palatable to fry, without thrusting myself in the way of better men, or, as King John has it,

“Our country’s manners give our betters way.”

I shall now proceed at once to notice the remarks and objections made by “R. W.” as being more particularly referable to the new balance-sheet, without dust.

“R. W.” asserts that, as regards the particulars of the smelting cost, 31s. per ton, I have appealed over and over again to the smelters to be let into the secret, both directly and indirectly, as if they were such fools as to supply materials to “their enemies, for the purpose of being fired at.” Now, in order that “R. W.” may be satisfied in his own mind, before he turns to the new balance-sheet, without dust, that his friends in the copper trade are not such alarmists as he would have us suppose them to be, I will give him the benefit of a few particulars, including “gloves, hog’s lard, and lading cloths, founded on one or two lists, extracted from the books of several establishments, but without specifying the quantities of ores smelted, as that would let the cat out of the bag, where I mean it shall remain, rather than violate that which I never did in my life—private confidence. The item of coal will not be the same, because that is governed by the locality where the proposed establishment may find one of the best sites in Wales. The Cornish charges may be reduced 20 per cent., but the whole cost is still the same. To keep within the mark—wages, 7s. 3d. per ton; coal, 6s. 6d. per ton; freight, 5s. 0d.; Cornish expenses, 8s. 0d.; materials—including gloves, hog’s lard, and lading cloths, 4s. 0d.—Total, 31s. per ton.

“R. W.” also objects to the principle of uniting the manufacturing with the smelting department, although he admits that several copper companies have rolling-mills, and really do, without the fear of heavy penalties, contrive to make an additional liberal profit by such an operation. Now, I ask in the name of the mining interest, at home and abroad, looking to make the most of their capital, what right has any man—and particularly my respected opponent, “R. W.” who professes not to be a smelter, and to have no connections in the line, to dictate what shall or shall not be included in the balance-sheet of a “Free Miners’ Smelting Establishment.” Why, he may as well find fault with Messrs. Crawshaw or Sir John Gird, for daring to blend the profits of making pig with bar-iron, although the latter is double the profit of the former. Nevertheless, should he determine upon leaving his peaceful abode, probably on the other side of the British Channel, as a missionary to Merthyr, for the purpose of trying the effect of such a proposition, I should advise him to make his will before he departs, unless he means to sign a formal renunciation of such a design to put stop to free trade principles and the encouragement of native industry. Yet, after all, “R. W.” has a strange way of exposing the folly of those who unite both the smelting and manufacturing branches, as he informs us that the smelter gets for rolling only part of the copper which he makes, an additional profit on 40,000 tons of ore, equal to 5309l., after deducting the cost of the operation, and supposing the surplus copper be only 3 per cent. on ninety-six tons (instead of 7 per cent., or 235 tons, on the principle laid down by “R. W.”); but if the whole be rolled he would get 14,348l., while, on the other hand, if he does not unite the rolling, and confines his operation to smelting alone, the profit is, without the other sources, only 2996l.

Having made these preliminary remarks, I will now submit, with all due deference, to “R. W.” the

## NEW BALANCE-SHEET, WITHOUT DUST.

Standard, 100l.—Produce, 8 per cent.—Copper, 91l. 17s. per ton.

Dr.	
40,000 tons of copper ores, at 51. 16s. per ton	£208,000
Smelting cost in Wales and Cornwall, 31s. per ton	62,000
Rolling copper, 1624 tons, at 51. per ton	83,224
Freight, insurance, and expenses to market, 2434 tons, at 39s.	5,988
Commission for sale, 21 per cent. on 322,015l. 17s. 4d.	6,763
Profit, about 16½ per cent. on 150,000l.	15,350
Total	£332,015 17 4

Cr.

1500 tons of cake copper, at 91l. 17s. per ton	£146,055
1420 tons manufactured copper, at 114. per lb.	144,200
3900 tons shrun, at 91l. 17s. per ton	78,750
Surplus Copper, 7 per cent. net.	10,587
115 tons of cake copper, at 91l. 17s. per ton	11,495
112 tons manufactured ditto, at 114. per lb.	11,495
Total	£332,015 17 4

2434 tons.

Here, then, is the new balance-sheet, without dust, being on the face of it more than five times as profitable as the one made out by “R. W.” but which sources of profit in the back ground. It should also be observed, that this is to be a provision made for losses by waste, evaporation, bad debts, &c., while, on the other hand, there are the credit sales—the probability of better prices than 15l. 3s. under the standard all the year round, independently of all advantages held out as likely to result from the most approved principles of new works.

What, then, will “R. W.” say to the new balance-sheet, without dust? Can he dispute the principle upon which it is founded, or its correctness? He does “it must be by figures.” Does he question the authenticity of the “Sixth Annual Report of the Royal Cornwall Polytechnic Society”? If he does he must settle the dispute with some of the most scientific authorities in Cornwall. “I have given him chapter and verse;” a mere denial will not satisfy me, nor I presume any one else.

So much, then, for “R. W.’s” 1900 lines, and the “rottenness of his foundation”—the profit being, in fact, not one farthing less than originally represented by myself; on the contrary, at least 25 per cent. greater, the odds and ends yet to be accounted for—amounting, as before stated, to 24,166l., according to “R. W.’s” last calculation, as well as other considerations, the probability of better prices than 15l. 3s. under the standard



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## PRICES OF SHARES.

## JOINT STOCK BANKS

No. of Shares.	NAME OF COMPANY.	Amount of Shares.	Amount paid up.	Price per share.	Profit per share.	Dividend per share.
25,000	Agric. & Com. of Ire.	25	10	..	..	Jan.
10,000	Australasia ..	40	40	58	8	Aug.
5,000	Bute (New) ..	40	10	20	..	Jan.
1,500,000	Bank of Scotland ..	100	83	7	6	Oct.
10,000	Birmingham Bank ..	50	10	134	10	Dec.
\$500,000	British Linen Co.	100	100	..	8	May
20,000	British North Amer.	50	20	274	6	Mar.
100,000	Commercial ..	5	5	8	7	Jan.
20,000	Colonial ..	25	25	32	6	Jan.
5,000	Devon and Cornwall ..	100	25	45	8	..
3,000	Equitable Loan Co.	..	9	10	..	..
10,000	Gloucestershire ..	50	10	30	10	Feb.
5,000	Hampshire ..	50	5	..	5	Aug.
10,000	Hibernian ..	100	25	21	..	..
4,000	Ionsa State ..	25	5	04	..	..
20,000	London & Westmins.	20	20	25	5	Mar.
3,000	Lancaster ..	100	20	..	10	..
25,000	Liverpool ..	100	124	32	10	July
60,000	Long Joint Stock Co.	50	10	124	5	Jan.
80,000	Manch. & Liver. Dis.	100	15	98	..	..
20,000	Manchester ..	100	25	27	74	Oct.
25,000	Morb. & Glamorg.	20	10	16	10	Aug.
21,800	Northampton Union ..	25	5	14	10	Aug.
..	Northampton ..	..	..	..	6	..

10,000 Nat. Provinci. Engl.	100	35	35	3	Jan.
10,000 Ditto New . . .	29	10	10½	-	-

80,000	Nor. & Cent. B. of Eng.	10	10	3	Dec.
10,000	North Wilts.	25	5	103	9
20,000	Prov. Bk. of Ireland	100	25	448	July
4,000	Iditto New	10	10	17	8
7,000	South African	..	..	5	..
20,000	S. of Ireland, Cork	25	5	5	..
60,000	Union B. of London	50	5	54	..
10,000	Union of Australia	25	17	23	..
20,000	W. of Eng. & S.W. Dis	20	24	12	5

**GAS LIGHT AND COKE COMPANIES**

STEEL ROLLING AND COKE COMPANIES.			
10,000 Alliance .....	10	5	7
2,500 Bath .....	20	16	22
600 Bradford .....	25	25	1
5,000 British .....	40	18	14
5,000 Do. Provincial .....	20	19	23
928 Birmingham .....	77	77	30
2,400 Birm. & Staffordshire .....	50	50	73
680 Brentford .....	50	60	18
4,250 Bristol .....	20	20	36
1,500 Brighton .....	20	20	11
750 Do. New .....	20	18	94
2,471 Brighton, General .....	20	20	91
365 Carlisle .....	25	25	2
600 Continental/Consolidat. .....	50	62	110
7,000 Do. New .....	10	10	24
240 Canterbury .....	50	50	55
700 Chelmsford .....	50	60	42
300 Cheltenham .....	50	50	75
1,000 City of London .....	100	100	135
1,000 Do. New .....	100	75	114
200 County .....	25	25	30
200 Derby .....	50	50	50
160 Dover .....	50	50	50
600 Dudley .....	20	20	17
4,500 Edinburgh Coal Gas .....	25	25	25
Edinburgh and Allon .....	14	14	14
240 Exeter .....	50	50	50
4,000 Equitable .....	50	50	26
10,000 European .....	20	15	13
4,450 Glasgow .....	25	25	34

10,000 Imperial.....	50	50	53	5	—
85,000 Do. Bonds.....	100	100		4	—

1,200	Ipwich	..	10	..	..	..
800	Isle of Thanet	25	20	18	5	Aug.
2,350	Independent	30	30	50	6	Oct.
240	Leicester	50	50	..	..	..
750	Leith Coal Gas	20	20	20	..	..
500	Liverpool	242	242	60	17	..
	Do. N. Gas and Coke	100	100	97	..	..
	Do. (New Do.)	..	60	..	..	..
200	Maldstone	30	50	100	10	Feb.
9,000	Phenix	80	39	31	4	Jan.
579	Portsea	..	53	..	..	..
304	Poplar	50	50	..	..	..

480 Rochdale .....	15	..	..
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4,000	South Metropolitan ..	50	22	19	4	July
1,600	Sheffield ..	..	16j	..	..	..
1,000	Shrewsbury ..	..	10	..	..	..
120	Swansea ..	50	50	..	..	..
8,200	United General ..	50	46	32j	5	Jan.
240	Warwick ..	50	50	30	5	Jan.
400	Wakefield ..	25	25	229	14	Jan.
750	Warrington ..	20	20	20	1	Oct.
12,000	Westminster Chartered	50	50	57j	3	Dec.

200	Worthing	50	50	..	5	Aug.
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DOCKS.						
600,1065	Commercial .....	100	100	66	3	July
	East and West India .....	100	100	108	..	Jan.
1,038	East Coast .....	100	100	10	..	Dec.
325,8,310/5s	10 London .....	..	..	58	3	Dec.
	Ditto Bonds .....	..	..	100	4	Dec.
2,200	Bristol .....	147	147	74	3	Nov.
6r,324	Ditto Notes .....	..	..	108	3	Nov.
570	Folkestone Harbour .....	50	50	..	..	..
15,000	Ditto Bonds .....	..	..	..	5	..
11,000	Grand Collier Docks .....	50	1	1	..	..

\$400,000	Ditto Bonds.....	..	..	101 1/2	4 1/2	Oct.
200,000	Do. Bonds for 10 years	..	..	102 1/2	4 1/2	Oct.

2,500 Deptford Pier .....	20	3	11	..	—
7,000 Southampton .....	30	13	2	..	—
<b>BRIDGES.</b>					
1,600 Hammersmith .....	50	50	22	1	Jan
7,231 Southwark w. new abut.	634	434	24	..	—
1,700 Do. New of 74 per cent.	30	50	13	18	Dec.
8,848 Vauxhall .....	704	704	25	19	Dec.
5,000 Waterloo .....	100	100	3	..	—
5,000 Do. old Annuities of 8.	60	60	21	22	Feb.
5,000 Do. new do. of 74 .....	40	40	18	18	Feb.
50,000 Ditto Bonds .....	..	..	120	8	Feb.
<b>WATER WORKS.</b>					
4,800 Birmingham .....	25	25	20	10a	—
121 Colchester .....	100	100	..	..	—
4,433 East London .....	100	100	104	7	Jan.
4,000 Glasgow .....	50	50	..	..	—

3,400	Edinburgh Joint Stock	25	25	..	..	—
2,000	Kent	100	100	44	2	100

872	Liverpool Bootle .....	220	220	327	10	Jan.
1,260	New River London. Bridge					
	Water Annuities .....			60	26	Oct.
6,486	Manchester & Salford .....	100	30	842	29	Mar.
808	Portsea Island .....	50	50			
700	Portsmouth & Farington .....	50	50	21	1	
8,000	Ramsgate .....	10	8	10	4	Oct.
1,000	Vauxhall, late So. Lond. .....	100	100	103	5	Nov.
8,200	West Middlesex .....	634	634	169	6	Oct.
1,360	York Building Co. L. F. ....	100	100	25	17 1/4	Oct.
<b>ROADS.</b>						
533	Archw. and Kent Tn. ....	20	20		1	18 1/2
308	Barking .....	100	100	224	8	18 1/2
1,000	Commercial .....	100	100	75	3	18 1/2
2,000	D. East India Dock Br. ....	100	100	8	3	18 1/2
492	Great Dover Str. ....		70		14	18 1/2
2,203	Highbury Archway .....		50 1/2	2	19	18 1/2
1,602 1/2	New North Rd. Stock 100		100			
<b>LITERARY INSTITUTIONS.</b>						
400	Adelaide Gal. of Science .....	20				
1,000	London, W. Bromse Tick. ....	75	75	18		
1,200	London, University .....	100	100	8		
700	Russell .....	25	25	7		
2,100	King's College .....	100	100	124		

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